

CA1  
T19  
-1974  
A62

Government  
Publications

3 1761 11635796 3

# ARCHITECTURAL EVALUATION OF THE NORTH PICKERING PROJECT AND THE TORONTO AREA AIRPORTS PROJECT SITES



april 1974

Second Edition June 1974



[Canada] Joint Federal-provincial projects  
co-ordinating committee.  
[general publications]  
[G-1]

CA1 T19  
74A62

# ARCHITECTURAL EVALUATION OF THE NORTH PICKERING PROJECT AND THE TORONTO AREA AIRPORTS PROJECT SITES ]



Submitted to:  
the joint (federal-provincial)  
projects co-ordinating  
committee

By:  
architectural evaluation panel

Prepared by:



**g.m. yost associates limited**

april 1974

Second Edition June 1974



Digitized by the Internet Archive  
in 2023 with funding from  
University of Toronto

<https://archive.org/details/31761116357963>

## **ACKNOWLEDGEMENT**

Project Planning Associates Limited gratefully acknowledges the invaluable contribution made by Douglas Richardson. He has carefully sifted the mass of detail collected and studied by the Panel of Consultants (of which he was a member); he has also skillfully interwoven into the report his own deep understanding of both the subject and the area.

## PANEL MEMBERS AND CONSULTING PERSONNEL INVOLVED IN THE STUDY

### Architectural Evaluation Panel:

Anthony Butler, Chairman  
Anthony Adamson  
Jack Diamond  
Dorothy Duncan (Mrs.)  
Douglas Richardson  
B. Napier Simpson, Jr.

### North Pickering Project — Provincial Government:

Larry Forster  
William Wilson, Co-ordinator  
Andy Beattie  
Dave Menzies

### Toronto Area Airports Project — Federal Government:

Gordon McDowell  
Bob Moffatt, Co-ordinator  
Ron Coulas  
Ed Gallacher

### Ontario Heritage Foundation:

Larry Ryan

### Historic Sites Branch — Federal Government:

Jacques Dalibard

### Canadian Inventory of Historic Buildings:

Meredith Sykes (Ms.)

### Consultants:

#### Project Planning Associates Limited

George Kapelos  
Robert Parkin  
Jane Leat (Mrs.)

#### G.M. Yost and Associates Limited

George Yost

### Special Consultant to the North Pickering Project (Settlement History Report)

Michelle Greenwald (Miss)

## CONTENTS

STUDY BASIS	1
Terms of Reference	
STUDY APPROACH	2
Classification of Structures	
Photographic Survey and Review of Structures by the Panel	
Historical Association Versus Architectural Merit in Evaluating Structures	
FINDINGS AND RECOMMENDATIONS	5
Existing Settlements as Nuclei for New Urban Development	
Selective Infill Within Existing Communities	
Extent and Limits of Infilling and Augmentation: Whitevale	
Adaptive Use of Structures on the Periphery of the Airport Site, including Brougham	
Research Procedures Recommended in Moving or Demolishing Structures	
Moving Heritage Structures to New Sites	
Salvage and Stockpiling of Architectural Components	
Re-evaluation and Up-dating of Data	
The Present Appearance of the Buildings	
Special Case for Preservation: A Mennonite Complex	
Problems Posed by Cemeteries	
Problems Posed by Structures Outside the Boundaries of the Sites	
Conclusion	
APPENDIX 'A'	
SKETCH MAPS	13
Sketch Map 1 —	Architectural Evaluation — showing the location and Panel rating of all recommended structures on the combined sites.
Sketch Map 2 —	Architectural Evaluation, 1st Priority Structures and Areas — indicating the location of structures and groups of structures recommended by the Panel for Government consideration.
Sketch Map 3 —	Architectural Evaluation, Village of Brougham — showing in more detailed fashion the location and Panel rating of recommended structures.



Sketch Map 4 — Architectural Evaluation, Village of Whitevale — showing in more detailed fashion the location and Panel rating of recommended structures.

\* DETAIL MAPS — folded inserts at back of Report

Detail Map 1 — Architectural Evaluation — showing in more detailed fashion the location and Panel rating of all recommended structures on the Toronto Area Airports Project site.

Detail Map 2 — Architectural Evaluation — showing in more detailed fashion the location and Panel rating of all recommended structures on the North Pickering Project site.

NOTE Re: Numbering of Structures on All Maps

For ease in scanning the maps, it should be noted that the structures have been numbered from left to right (West to East) in successive rows from top to bottom (North to South). Generally, however, an attempt has been made to follow both sides of the East-West roads simultaneously and in sequence (in preference to a strictly linear approach, first on the North side and then on the South). Less attempt has been made to follow sequences along the North-South roads.

APPENDIX 'B'

Notes on Selected Structures on the Combined Sites, including:

17

Airport Site

Brougham

NPP Site

Locust Hill

Whitevale

Mennonite Complex

Cherrywood

\* Not included in this second edition; first 'working' edition only.



APPENDIX 'C'	
Photographs of Selected Structures on the Combined Sites, including:	47

Airport Site  
    Brougham

NPP Site  
    Locust Hill  
    Whitevale  
    Mennonite Complex  
    Cherrywood

APPENDIX 'D'	
Regional Architectural Style	179



## STUDY BASIS

The North Pickering Project commissioned Project Planning Associates Limited to co-ordinate the evaluation of older structures on the combined Airport and NPP Sites by six architectural consultants and historians. (For simplicity, the following abbreviations are employed throughout this report: "Airport Site" refers to the Toronto Area Airports Project site, commonly called the "Pickering Airport"; "NPP Site" refers to the North Pickering Project site, formerly called the North Pickering Community Development Project.)

## Terms of Reference

Terms of reference for this study were developed by the Ontario Heritage Foundation and staff of the North Pickering Project and the Toronto Area Airports Project. Important concerns of the Provincial and Federal Governments in this work included the following:

"It is expected that (the Consultants') advice will be practical and useful in evaluating buildings and determining their level of importance i.e., whether of value to the community, the province or the country."

"The panel of experts will evaluate all historic buildings within the combined sites. . . Data obtained by the CIHB inventory will provide a base for this evaluation. (This material underwent preliminary screening by CIHB staff for buildings of special interest.)"

"In carrying out the evaluation, the panel of experts. . . should attempt to rank buildings in order of importance, in a manner to be determined by themselves, with a view to recommending which buildings within the combined sites will be worthy of retention."

"Some of the factors which the experts may take into account could be: —

1. physical condition of buildings,
2. noteworthy features of architectural style or methods of construction,
3. degree of authenticity and integrity of building,
4. possible adaptive uses, and
5. historical significance of buildings, e.g., association of building with persons or events of historical importance."

## STUDY APPROACH

The Panel commenced work in July 1973. The first overview field trip of the combined sites and subsequent work session concluded in a detailed work programme for viewing, photographing and evaluating all older structures and communities within the combined sites.

### Classification of Structures

The following rating system was developed to determine a ranking of the buildings and other structures to meet the terms of reference:

- Class 1. Structures of such architectural merit and cultural importance as to be significant in the broadest context. All these structures may fairly be regarded as of provincial significance, at the very least, and warrant *preservation at any cost*, preferably on current sites.
- Class 2. Structures of substantial architectural merit and cultural importance that *should be preserved*.
- Class 3. Structures of architectural merit that have considerable regional, cultural or historic interest and which *could be preserved* for residential or commercial occupancy on current sites or elsewhere.
- Class 3a. Structures of some merit located near the edge of the Airport site that might continue to be used for housing or other purposes even after development of the core area of the site.
- Class 4. Structures which, from the preliminary survey of the exterior, may possess unusual structural or design features and which therefore merit further research.
- Class 2/4. Structures that apparently *should* be preserved but which should be re-evaluated after further research for unusual structural or design features. The historic value or educational potential of these structures, particularly, may be considerable.
- Class 3/4. Structures that *could* be preserved but which should be re-evaluated after further research.
- Class 'G' A building specially valued as part of a group or the importance of which might not be recognized apart from its context.

## **Photographic Survey and Review of Structures by the Panel**

After the third field trip the Panel concluded that the CIHB (Canadian Inventory of Historic Building) survey for the study area was incomplete: a complete and independent survey of all structures was absolutely essential for a proper evaluation. Panel member Douglas Richardson was authorized to conduct such a survey and to make recommendations based on viewing all structures on the two sites. Dr. Richardson and a staff member from Project Planning Associates Limited photographed such structures — some in considerable detail — and presented these to the Panel for evaluation.

Generally speaking, each building was treated and numbered separately, but those composed of different elements which were physically linked to one another — such as a house, its ell, and attached shed — were taken as a unit, even though they were composed of more than one structure. In three instances, clusters of separate buildings were treated and listed jointly because of problems assessing these individually: numbers 79, 126 and 213.

The Panel reviewed some 180 structures on the Airport Site selected from the much larger number present and recommended 95 for Government consideration. Of these, ten structures fell within Class 1.

More than 300 structures were recorded on the NPP Site from which the Panel chose 163 for further consideration by the Government in preparing its plan for the site. Of these, nineteen structures (including one complex of nearly a dozen separate but closely related buildings, number 213) fell within Class 1.

## **Historical Associations versus Architectural Merit in Evaluating Structures**

As a rule, in both popular and professional use the term “Historic Site” is applied indiscriminately to cover buildings with historic associations — whether with persons or events — and buildings of architectural merit. Associations constitute a form of reflected merit but grasp the imagination more readily and, accordingly, have tended to be weighted more heavily in the past. Architectural merit is a quality which resides in the building or structure itself, however, and its importance is increasingly recognized. In either instance, the significance of the associated persons and events or the significance of the building’s quality may be local, provincial, national or international. The Panel is not altogether oblivious of historical associations and tried to give these due weight, as some of the notes in Appendix ‘B’ will indicate. But regional architectural styles and types are generally accorded more than local interest; local history may not always enjoy the same status or excite such widespread interest. In any case, evaluation based heavily on architectural merit was thought particularly appropriate on the Airport Site and the NPP Site as the potential of the structures for re-use was a prime consideration.

The usual biases of architectural history and popular estimation were set aside as the Panel attempted to draw up lists which were as representative as possible of the full range of different kinds of buildings on the combined sites. Structures were recommended largely without regard to age, size, or degree of elaboration, but with due consideration for every category of building, every kind of material, every sort of style (including the kind of mixed style and eclectic detailing which is characteristic of the architecture of this province). The Panel might be more inclined to recommend the humble frame house of a labourer if the quality of the work were consistently high than to recommend a large stone house of indifferent merit; the panel might be swayed one way or another in either case by such factors as the state of preservation, the context, or the potential for re-use.

## **FINDINGS AND RECOMMENDATIONS**

Early in the work the Panel concluded that an abstract historical evaluation would not provide a basis for expressing the importance of older structures within the contemporary frame appropriate to the twentieth-century planning needed for the airport and for the development of the North Pickering site. Two study objectives became explicit in the Panel's approach to evaluation. First, public interest could be served by identifying the community context or new urban frame into which structures that are now essentially of a rural orientation could be placed. Secondly, the potential of older structures to adapt to activities other than those for which the building was originally used might be identified.

### **Existing Settlements as Nuclei for New Urban Development**

The Panel saw retention of existing structures in situ as extremely desirable for all portions of the NPP Site — essential in certain instances — and appropriate re-location of selected other structures as a useful technique for augmenting the community structure of existing villages within the NPP Site. Apparently there are also numerous instances in which buildings near the periphery of the Airport Site may be permitted to remain. Clearly those at the heart of the Airport Site will need to be removed and those which are recommended, especially, could be used as infill at appropriate points on the NPP Site. The Panel feel strongly, however, that movement or removal of the structures already on the NPP Site which are described in this report is to be avoided unless absolutely essential. This concept implies that the planning of the new town recognizes as a development policy the intrinsic value of heritage structures and settlements as social and structural nuclei around which new urban patterns may generate.

Subsequent to the Panel's decision to recommend this policy as a basis for planning on the combined sites, the Hon. Robert Welch, Provincial Minister of Housing, outlined "A New Approach to North Pickering" (10 January 1974) which appears to be entirely agreeable in intent, so far as the Panel's recommended policy is concerned. It is the Panel's understanding that, as a result of this recently adopted approach, the goal of a fixed range of population for the NPP Site will be abandoned, and that both the ultimate population of the area and its planned distribution will be determined by more sensitive response to the character and capability of the land.

The Panel urge the Provincial Government to regard the structures on the NPP Site as historic resources of great value which, like the natural resources, may determine the shape of the development overall and may also suggest something of the form of its individual parts. The Panel recommend that the presence at various and numerous points within the NPP Site of an individual building or group of buildings, together with the essential landscape components, should not be regarded as obstacles; rather, each is to be viewed as a structure of character which offers, at the very least, a welcome break in the proposed pattern and may constitute a positive form-giving element. The Panel suggest, moreover, that if the deeply-rooted nature of many of these structures is recognized — their

relationship to the local topography and its material resources (from which they are fashioned) — the old may give direction to the new so that they are not only compatible with one another but actively enhance each other.

The application of the Panel's recommended approach to heritage structures within the combined sites should have relevance elsewhere in the province. Such functions as the identification and ranking of older structures, and selecting adaptive use options would be common in various communities subjected to environmental change.

**Selective Infill Within Existing Communities**

Existing communities on the NPP Site — or even in the surrounding areas — should be strengthened and augmented through this highly selective and carefully guided infilling of structures that must be moved, in any case, from their present locations.

Infilling or augmentation with heritage structures must recognize the principle of mixed land use that typifies existing settlement in the area. In all existing settlements residential, commercial and industrial land uses have evolved from functional criteria of transportation, water and drainage patterns, and soil conditions. Analysis of the ecologic base of existing communities must, to some extent, provide design criteria for augmentation and infilling. But equally important is the consideration which must be given to the size, scale and nature of the buildings which, it is proposed, should be used for infill, and to related conditions prevailing in the old communities.

**Extent and Limits of Infilling and Augmentation: Whitevale**

Ninety-five (95) structures on the Airport Site were selected by the Panel for government consideration. Of this number perhaps seventy-five (75) can readily be moved to locations in the NPP Site. All of these could be absorbed into the existing communities of Whitevale and Locust Hill, for example, and maintain the village scale exhibited by both to-day. The smaller structures (such as number 1, 2, 17, 27, 28, 32, 37, 39, 46, 47, 49, 50 and so on) might be best accommodated within the existing village. (It may be noted, however, that removal of structures in the more northerly portion of the Airport Site to the vicinity of Stouffville or Claremont might be more convenient and might maintain a closer association with their historic and cultural context.)

The Panel recommend further that the multi-centred character of the present NPP Site should be considered a primary goal of regional growth and the pattern reinforced. This principle can provide the logical context for the re-use of any structures that must be moved from the combined sites.

The Panel recommend that special consideration should be given above all to Whitevale — the most remarkable community in the combined sites — and also to the structures on Concession Road No. 5, especially those to the east of the village proper. This section of road, more than two miles



long, represents an exceptionally fine example of rural development prior to 1900. Here, too, there is considerable opportunity for infill — perhaps with some of the larger houses (such as number 8, 11, 16, 20, 21, 23, 26, 31, 35, 36, 38, 40, 42, 53, and so on), which would be in character with those east of Whitevale.

It is the understanding of the Panel that lands to the north of Concession Road No. 5 will be somewhat affected by noise; preliminary land-use concepts suggest that industrial and/or agricultural activities might be appropriate here. A strip of the largest farm houses — possibly with the barns which are most remarkable — could be relocated between Concession Road No. 5 and Highway No. 7. (Examples might include numbers 19, 41, 48, 51, 52, and so on.) These could be viewed as front-office potential of a prestige character for industries sited behind, provided that adequate design controls could be applied. With landscape screening and parallel industrial service roads, the character and interpretative potentials of the existing road could be maintained.

It is also considered of the greatest importance that the existing character of the Fifth Concession Road itself be maintained. In practice this would mean that the present width and nature of the road be retained, that the existing lines of mature trees be cared for, and that replanting be pursued — now and in the future — wherever necessary.

In fact, special care should be taken for tree-lined roads occurring everywhere throughout the site.

If necessary, a new street might be created parallel to the Fifth Concession Road to the south of it. Other structures from the Airport Site could be removed to this street. Here, however, the greater width of the modern traffic artery might be more appropriate. But care should be taken again that proper planting and adequate screening (compatible with established local varieties and patterns) are employed. If it were desired to bring this portion of the NPP Site into relationship with the new town, the density of coverage could be increased through carefully designed new housing and other units. Alternatively, if the village is not to be united with new development the greatest care should be taken to provide the village of Whitevale with a greenbelt which will preserve its unique character while acting as parklands and an amenity of more than local significance.

**Adaptive Use of Structures  
on the Periphery of the  
Airport Site, including Brougham**

Several concepts for the re-use of sound structures on the Airport Site were considered by the Panel including conversion of buildings to offices, recreational facilities and airport-related commercial use. It was felt that even here the projected redevelopment could gain international recognition by using cultural heritage as a demonstration of the importance of historical continuity. The village of Brougham especially, for example, should be studied in greater detail to determine whether structures there could be adapted to the requirements of a highway service centre

associated with the proposed interchange of Highway No. 407 and Brock Road. The centre, possibly retaining or even expanding the existing Township Museum, would be of unusual character and of particular interest in connection with the proposed airport terminal.

On the other hand, it was the understanding of the Panel that certain structures at or near the borders of the proposed Airport Site included in the original expropriation might not be required for airport uses for several years, if ever. These might be permitted to remain in the use and in surroundings which are little changed (or which could, conceivably, even be enhanced). The Panel's Class 3a rating category was used to identify buildings of some interest — often directly opposite other buildings which were not expropriated but which are only barely outside the Airport Site — that could be used for housing if the site were not adversely affected by noise or incompatible development.

### **Research Procedures Recommended in Moving or Demolishing Structures**

Many of the structures on both sites represent pioneer construction methods of 100 to 150 years ago. If the building is scheduled for re-location or demolition, a thorough survey should be made to determine if the construction, planning or detailing are worthy of special attention. In the case of demolition, especially, the Government should allocate appropriate budgets for research, to permit thorough recording, and equally skilled salvage of remarkable examples of detailing or methods of construction.

### **Moving Heritage Structures to New Sites**

The Ontario Government has moved numerous structures from areas affected by major engineering works. The experience of Ontario Hydro in the development of the St. Lawrence River projects in the 1950's appears to offer the best parallel to the North Pickering situation.

The technique used by Ontario Hydro was to hire a special house moving machine and operator and to perform the work as its own contractor. Structures were measured, foundations in the new location were constructed and utilities placed. The structures were lifted and moved to the new site, generally in one piece. The procedure followed by Hydro moving supervisors required careful co-ordination and timing.

It is very difficult to determine the costs of moving prior to detailed study of all the structures to be moved. Current experience of the Hydro indicates, however, that all the work required to re-locate a three-or-four bedroom house on a new site, less than ten miles distant, without land and trunk utilities, generally requires a budget not exceeding ten to fifteen thousand dollars per unit. Private architectural practice confirms this as a generous allowance. Although the cost of moving a single stone structure — especially a large one — might be prohibitively high by itself, the cost per unit for all kinds of structures would drop significantly as the total number of units rose.

Clearly, special arrangements would be required to transfer federally-owned structures from the Airport Site to the provincially-owned NPP Site for use as infill in the manner already described. But equally clearly, the value of these buildings simply as shells for domestic, commercial or institutional use would warrant this kind of expenditure. One must add to this value the equally real worth of these buildings as part of the architectural heritage of the province.

### **Salvage and Stockpiling of Architectural Components**

Structures not considered important in a local or regional context may, nevertheless, contain materials of a primarily local or regional character which may be suitable for restoration projects. In Toronto the architectural component salvage business is significantly large. Government may expect that demolition contractors engaged in site work will market significant trim, doors and doorcases, window sash, mantelpieces and cabinetry, old structural members, flooring, barn boards, etc. Some control over demolition is needed to insure that material is first available to any on-site restoration work in the NPP Site.

### **Re-evaluation and Up-dating of Data**

In addition to carrying out the internal examination of any structures considered for demolition just outlined, the Panel recommend that as properties indicated in the following listing are acquired by Government, a person or persons skilled in the evaluation of historic architecture should be responsible for carefully inspecting the structure to do three things:

1. to elaborate the procedures to be used in undertaking more detailed research on buildings of interest for their construction, general design, or unusual detailing;
2. to verify that conditions which determined the reasoning behind the Panel's rating of a structure recommended for retention have not changed; and
3. to ascertain the feasibility of re-locating the structure and guide its siting should this be required.

In general, it is recommended that no older structure (i.e., pre-World War I) — whether listed and classified here or not — be demolished without some architectural evaluation by a member of the Panel or a competent authority with similar qualifications. The Panel visited the interiors of relatively few buildings, but were occasionally struck by the high quality and more or less elaborate detailing of some of these (in spite of the generally plain exteriors): number 40, a simple brick house on Sideroad No. 26 at the heart of the Airport Site, is an example with an unexpectedly high quality of interior. There is a real danger that some equally remarkable structures may be destroyed because the Panel is unable to form an impression of these that was complete enough. Groups of structures could be evaluated, without delay, as they are vacated and their interiors become fully accessible.

## **The Present Appearance of the Building**

Two points should be made in connection with the present appearance of a large number of the buildings listed here: in the first place, the merit of some of the structures will not be apparent immediately because of thoughtless alterations — many only small changes, but important in their effect on the whole — and/or various additions, which may be equally destructive of the visual quality of the building. There are numerous instances of windows which have been re-sashed, doors replaced, shutters removed (or added), porches destroyed (or renewed), chimneys allowed to deteriorate (or new ones built in incompatible fashion), board and batten cladding covered with Insulbrick (or Insulstone). In many cases, a modest amount of restoration work would yield a truly significant improvement.

On the other hand, in certain cases — especially the Mennonite houses described below — the alterations which have been made *are* compatible or of importance in their own right, and no attempt to restore the structure to its pristine appearance would be justified.

As a rule, no additions should be removed from structures which are to be renovated — whether in situ or at a new location — without evaluation of the significance of such additions in relation to the whole building. Obviously, however, it would be pointless to move a structure intact from, say, the Airport Site only to discover that a large wing, for example, was considered unimportant; conversely, it would be unfortunate to remove a dilapidated-looking portion of another building and then be advised that this was essential to the value of the structure. Precisely because of such problems, continued contact with a member or members of the Panel may be of real assistance as regards moving, restoring or altering any of the structures listed here.

## **Special Case for Preservation: A Mennonite Complex**

A number of structures in the combined sites show various regional characteristics — some of which are dealt with in Appendix 'D' — but of all these the most important and most nearly unique are undoubtedly associated with the Mennonite culture. The severe but beautiful churches of these "plain folk" are readily recognized and unusually well preserved (for example, number 5). Their houses are much richer, more remarkable, and previously have been almost unrecognized (for example, number 7, 18, 215). To these a later "doddy house" for the older generation ("Grossdoddy" and "Grossmommy") was often added. Being later than the original structures, these doddy houses are almost always of different material and style, but should be considered, nevertheless, as integral with the earlier houses to which they are attached. Though the type is found elsewhere in the province, it is *not* well known. It is common locally and individual examples are of provincial significance.

Because of the importance of these houses in particular, and the special character of Mennonite architecture in general, attention is drawn to one complex — at the corner of Steeles Avenue and the Markham-Pickering Township Road — which deserves particular attention. The complex

includes a brick house (number 221) and a frame house (number 218), barns of extremely varied character (number 219, 220), a Mennonite Church (number 223) and a cemetery. All the properties are adjacent. All warrant concern and protection.

**Problems Posed by  
Cemeteries**

The several cemeteries located on the two sites require special attention. The Panel are aware that these are covered by special legislation, and that this will determine their treatment within the community project and the proposed airport. The character of some of these sites overall, however, is such that they may be regarded as amenities within their respective communities. That at Altona for example, is an important constituent within the townscape as well as an essential part of the context of the Mennonite Church (number 5) which has been rated as a Class 1 structure. Further, every one of these cemeteries contains individual monuments of significant architectural and/or historical merit. The Panel have not evaluated these separately — although some have been cited in the catalogue along with the adjacent churches. The monuments at Brougham (following number 78) and Locust Hill (number 125), are illustrated as representative of another problem requiring further consideration.

**Problems Posed by Structures  
Outside the Boundaries  
of the Sites**

Finally, one may draw attention to the large number of structures outside the periphery of the Airport Site and the NPP Site. Many of these will, inevitably, be affected by the development of the adjacent lands. The Panel welcome the recent statement by the Provincial Minister of Housing — that an ‘open space system’ would be created along the southern and western sides of the NPP Site — as an indication of the Provincial Government’s concern for green space, agricultural land, and recreational facilities, as well as historical resources and architectural amenities. Such a green belt may well bring a measure of stability to contiguous areas outside the site at the same time. In the light of this statement, the one example the Panel had intended to cite of a neighbouring but unprotected structure may no longer be so relevant: attention is drawn to it simply as a token of buildings which would be affected by these developments and for which some concern may still be expressed. Hillside Church (number 259), on the south side of Finch Avenue would in any case be transformed in its context — and might even be threatened in some measure by the neighbouring urbanization of the North Pickering Project; anomalously, this particular example finds itself in a no man’s land — squeezed between the southern border of the NPP Site and the Metropolitan Zoo to the south. In planning the treatment of the periphery of the Airport Site and the NPP Site, care should be taken to reinforce the character of all adjacent and unexpropriated tracts, as opposed to bringing any further pressures to bear on these.

## Conclusion

The Panel were struck forcefully by the distinction, concentration, and strong local flavour of the architecture on both the Airport Site and NPP Site. Almost without exception the buildings would be classed as examples of vernacular architecture — many of them outstanding examples. Webster defines “vernacular” as “belonging to or developed in a particular place; native; indigenous; the common mode of expression”. This quality gives the architecture in the region coherence, even though several distinct forms of vernacular are to be observed. The variation is extensive enough to be considered rich; combined with workmanlike handling of consistent quality, and a landscape setting of unusual beauty, the resulting impression of the architectural traditions in this area must be that they are both distinctive and distinguished — a physical resource, an architectural heritage, and a cultural legacy to be cherished, and protected.

**APPENDIX 'A'**

**Page No.**

**SKETCH MAPS**

Sketch Map 1 —	Architectural Evaluation — showing the location and Panel rating of all recommended structures on the combined sites.	13
Sketch Map 2 —	Architectural Evaluation, 1st Priority Structures and Areas — indicating the location of structures and groups of structures recommended by the Panel for Government consideration.	14
Sketch Map 3 —	Architectural Evaluation, Village of Brougham — showing in more detailed fashion the location and Panel rating of recommended structures.	15
Sketch Map 4 —	Architectural Evaluation, Village of Whitevale — showing in more detailed fashion the location and Panel rating of recommended structures.	16





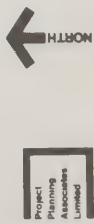


**ARCHITECTURAL EVALUATION  
OF THE NORTH PICKERING  
PROJECT AND THE TORONTO  
PROJECT AND THE TORONTO  
AREA AIRPORTS PROJECT SITES**

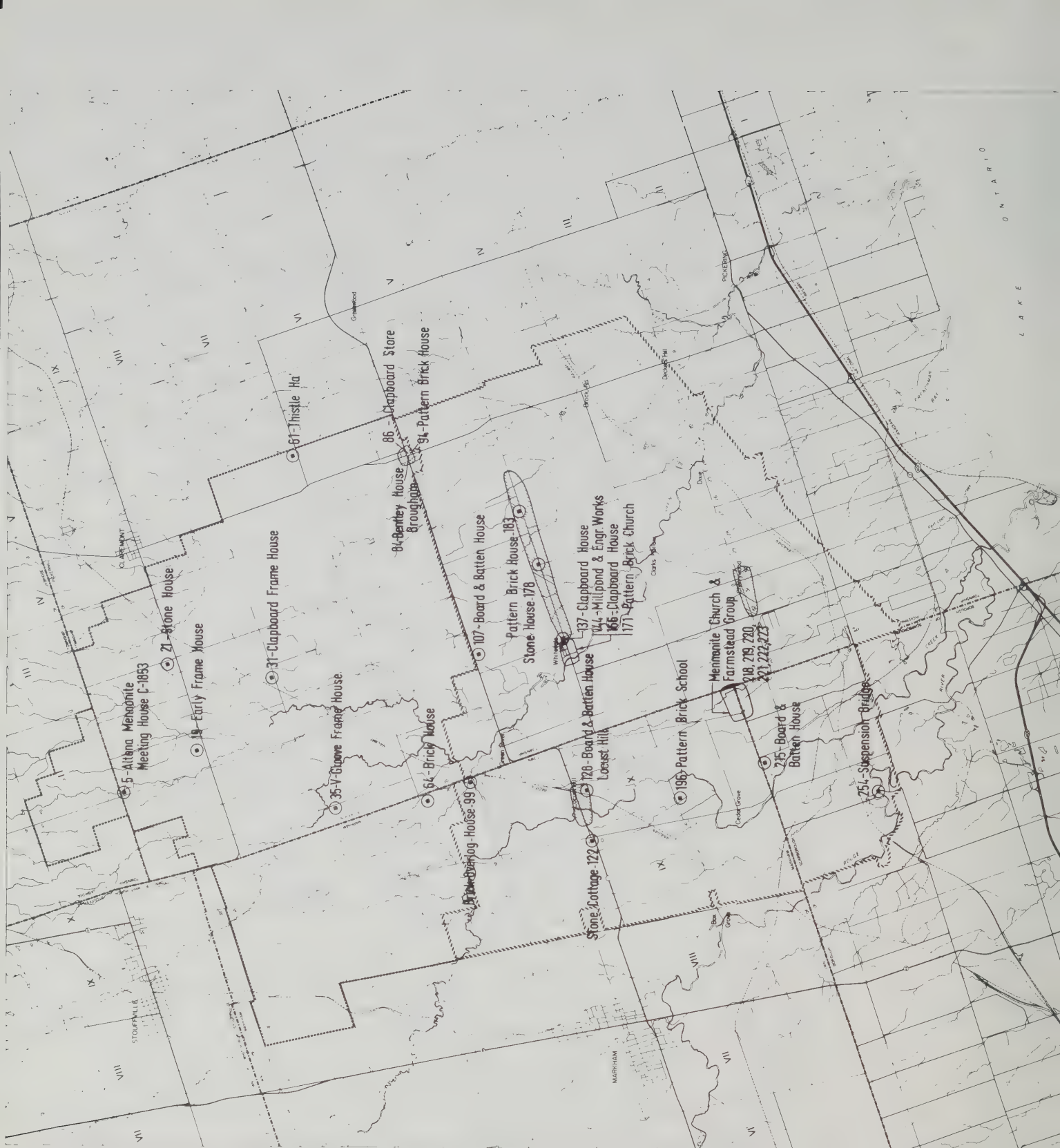
**Panel Rating**

- ⊙ Class 1 - Must be saved
- △ Class 2 - Should be saved
- ⊕ Class 3 - Could be saved
- Class 4 - Research

**NORTH PICKERING PROJECT**



Scale in meters Date April 1974



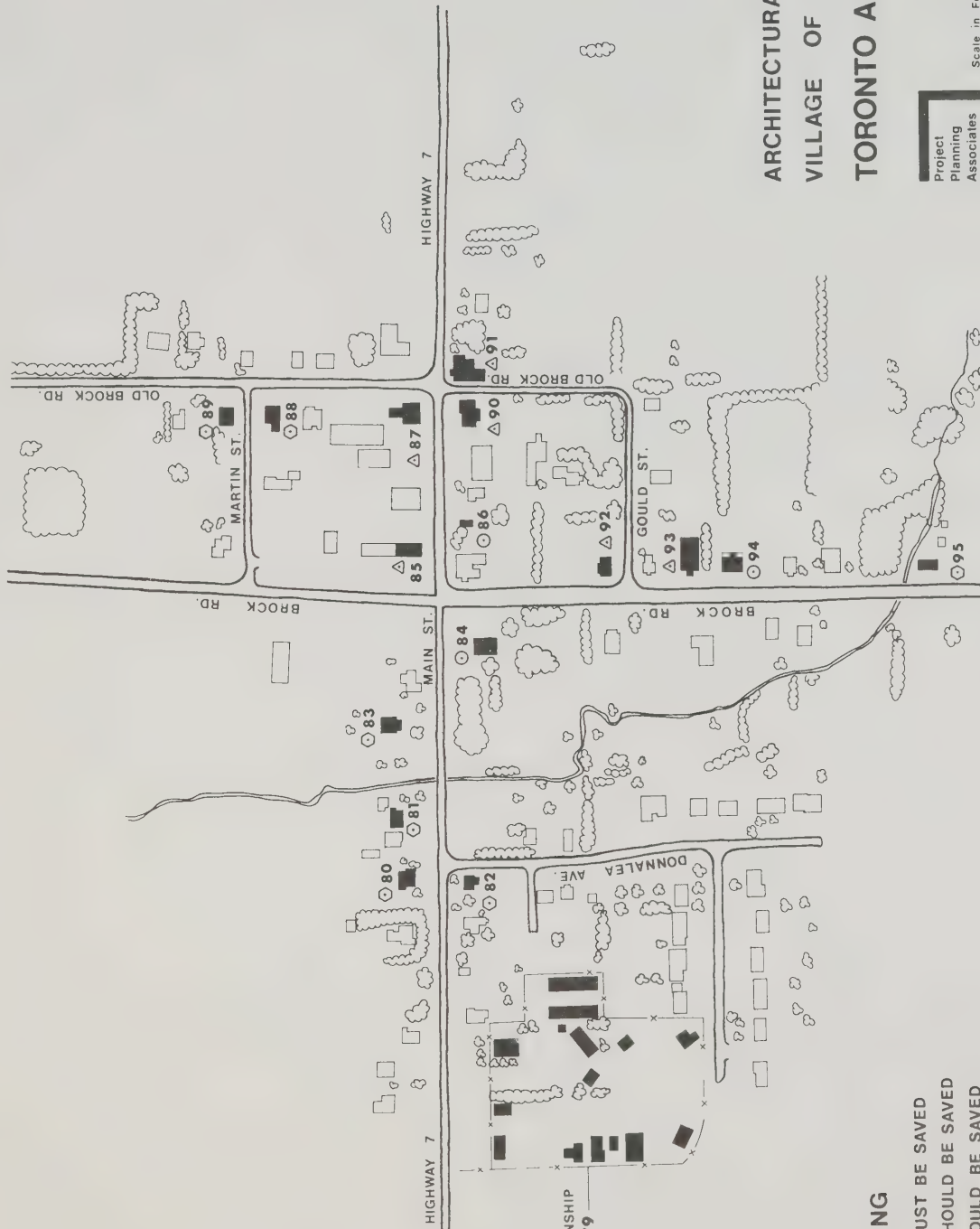
ARCHITECTURAL EVALUATION OF THE NORTH PICKERING PROJECT AND THE TORONTO AREA AIRPORTS PROJECT SITES

1st PRIORITY STRUCTURES AND AREAS

NORTH PICKERING PROJECT



Scale in meters  
Date: April 1974



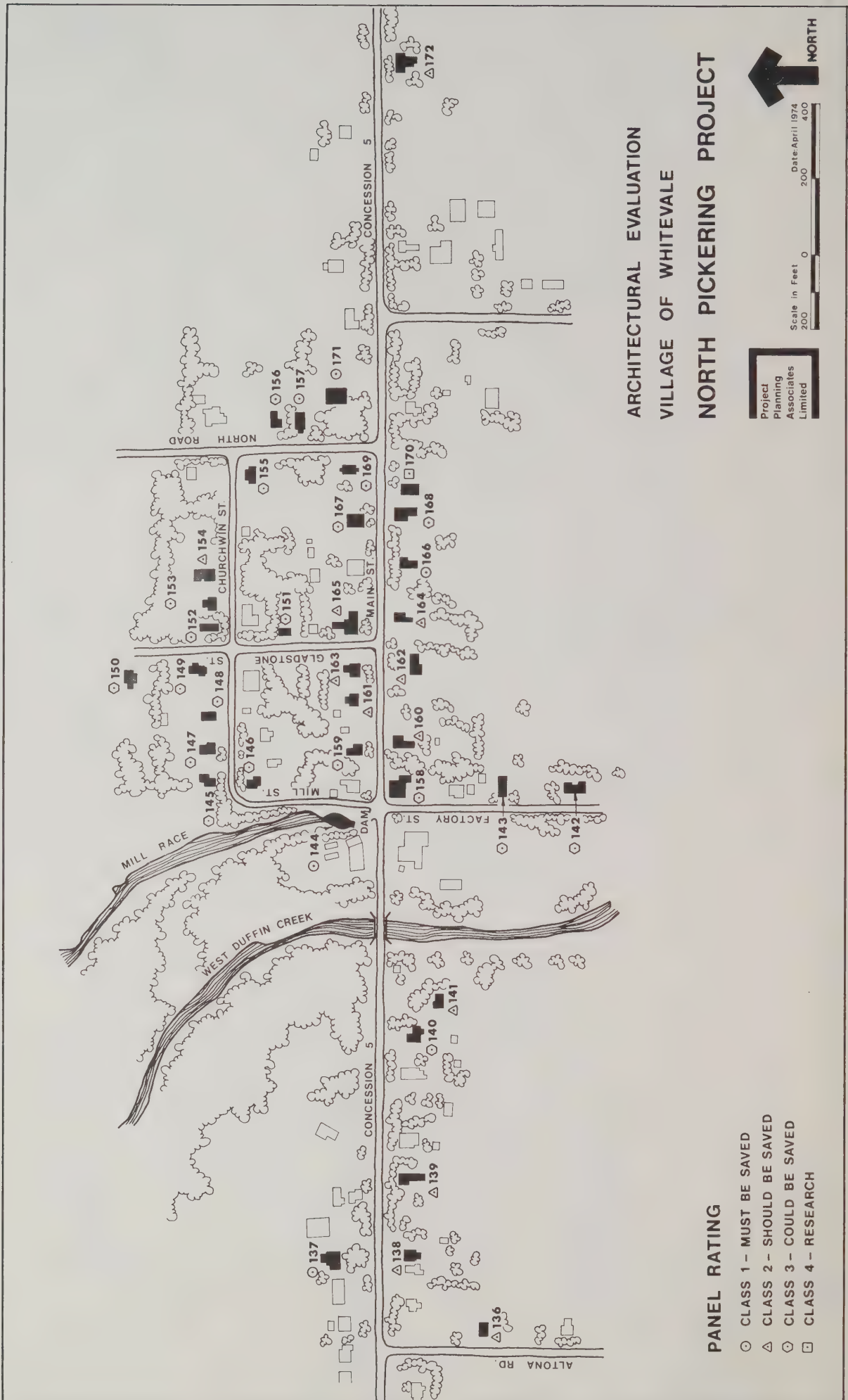
# ARCHITECTURAL EVALUATION VILLAGE OF BROUGHAM TORONTO AREA AIRPORTS PROJECT

Project  
Planning  
Associates  
Limited

Scale in Feet 0 200 400  
Date: April 1974

## PANEL RATING

- CLASS 1 - MUST BE SAVED
- △ CLASS 2 - SHOULD BE SAVED
- ◐ CLASS 3 - COULD BE SAVED
- CLASS 4 - RESEARCH



**APPENDIX 'B'**

**Page No.**

<b>Notes on Selected Structures</b>	<b>on the Combined Sites</b>	<b>25</b>
	<b>Airport Site</b>	
	<b>Brougham</b>	<b>25</b>
	<b>NPP Site</b>	
	<b>Locust Hill</b>	<b>30</b>
	<b>Whitevale</b>	<b>32</b>
	<b>Mennonite Complex</b>	<b>40</b>
	<b>Cherrywood</b>	<b>42</b>



## AIRPORT SITE

NOTE RE: LOCATION: Only a cursory indication of location is given for each item because the map makes clear the site of the structure in relation to the nearest crossroads, as well as the side of the road on which it stands. The township is listed first and then the road bounding the front of the property; in the case of a building located at an intersection, the address given is the road which the principal facade of the building faces (which is not necessarily the same as the road giving access to the driveway).

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
1.	2	Patterned brick residence. Suitable for housing stock. Uxbridge, Concession No. 2.
2.	3	Frame residence, clad in Insulbrick, with simply but well-detailed porch. Board and batten siding might be restored and could be considered suitable as housing stock or portions used to restore better houses. Uxbridge, Concession No. 2 in Altona.
3.	3a	Brick residence, late Victorian detail. Iron fence in front of importance and must be saved; house suitable for housing stock. CIHB No. 79046. Pickering, Pickering-Uxbridge Twp. Line.
4.	2	Clapboard on frame — the older wing of a larger brick structure — fine example of early frame construction; particularly notable are the second-story dormers. Suitable re-use could be either residential or commercial in a village setting; only the frame wing need be saved. Pickering, Pickering-Uxbridge Twp. Line in Altona.
5.	1	Mennonite Church, brick, superior and provincially-important example of Mennonite building tradition; built in 1853. Must be saved and could be used institutionally as either a church or museum; the adjacent graveyard in addition to serving as the essential context of the church, is a handsome site in its own right and contains many interesting tombstones including some in old German fraktur script. Pickering, sideroad No. 30 in Altona.
6.	3a	Stuccoed residence. Structure is situated near edge of the airport site and could be considered for housing stock. CIHB No. 57072. Pickering, Sideroad No. 24.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
7.	3a	Brick Mennonite residence, with Insulbrick-covered "doddy house". Could be retained as housing stock. Pickering, Sideroad No. 30.
8.	3	Stone residence, with French doors, from which verandah has been removed, wing resembling "doddy house". Could be retained as housing stock. CIHB No. 57077. Pickering, Sideroad No. 28.
9.	3	Frame residence, clad in Insulbrick. Housing stock. CIHB No. 57076. Pickering, Sideroad No. 28.
10.	4	Double house of frame construction, unusual form. Structure merits research; lower floor an early nineteenth-century house? CIHB No.57079. Pickering, Sideroad No. 24.
11.	4	Stucco on frame residence, possibly early construction. Suitable for housing stock. CIHB No. 57078. Pickering, Sideroad No. 22.
12.	3a	Stone residence, partly re-clad with clapboard. Suitable for housing stock, in same location. CIHB No. 43123. Markham, 19th Avenue.
13.	3a	Frame residence, clad in Insulbrick. Suitable for housing stock, on same site. CIHB No. 43045. Markham, 10th Line.
14.	3a	Brick residence with wing in V-groove boarding, characteristic verandah. Suitable for housing stock. CIHB No. 79017. Pickering, Sideroad No. 32.
15.	4	Frame and stone barn associated with previous building, cantilevered upper story. Should be investigated as an example of architectural heritage; possibly for education or interpretative use in museum setting. Pickering, Sideroad No. 32.
16.	3	Frame residence, clad in Insulbrick, associated with enclave which includes a cider mill that was originally a woolen mill built by the Nighswander family. House suitable for housing stock; consideration should be given to restoration of board and batten siding, and to trim on porch. Pickering, Sideroad No. 30.



<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
17.	3	Patterned brick residence. Suitable for housing stock in a village context. CIHB No. 57075. Pickering, Sideroad No. 28.
18.	3	Frame residence. Suitable for housing stock. CIHB No. 43048. Markham, 10th Line.
19.	1	Frame residence, early Mennonite home with attached “doddy house”, the best example of the type on the Airport Site, important in local context and of architectural history of province must be protected. Suitable for re-use as either housing or educational/interpretative tool in a village context, rural edge environment. Pickering, Concession Road No. 9.
20.	2	Patterned brick residence. Suitable for housing stock: eaves require attention. CIHB No. 57066. Pickering, Concession Road No. 9.
21.	1	Superior quality of stone house with brick ell and frame shed. Combination of all three, particularly interesting and in exceptional state of preservation. CIHB No. 57067. Pickering, Concession Road No. 9.
22.	4	Clapboard residence, possibly covering early log construction. Must be researched. CIHB No. 57068. Pickering, Concession Road No. 9.
23.	2	Frame residence, excellently preserved example of early board and batten, with distinguished verandah detailing. Trim requires some attention; suitable for housing stock. CIHB No. 79025. Pickering, Sideroad No. 30.
24.	3a	Frame residence, clad in Insulbrick. Suitable for housing stock in same location. Pickering, Brock Road.
25.	3a	Stone residence, with grounds of comparable character. Suitable for housing stock in same location. CIHB No. 36425. Markham, 9th Line.
26.	3	Stone residence, sidelights of lower windows on front elevation bricked in. Suitable for housing stock. CIHB No. 43038. Markham, 10th Line.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
27.	3	Clapboard residence. Suitable for housing stock. CIHB No. 57055. Pickering, Concession Road No. 8.
28.	3	Stuccoed residence. Suitable for housing stock. CIHB No. 79026. Pickering, Sideroad No. 8.
29.	3	Clapboard residence, good late Victorian example of the type. Suitable for retention as housing. CIHB No. 57057. Pickering, Concession Road No. 8.
30.	3	Patterned brick residence, part of verandah removed. House and outbuildings have salvage potential in other restorations or could be used for housing stock. Pickering, Sideroad No. 28.
31.	1	Frame residence, formerly clad in board and batten, a distinguished and elegant cottage of the mid-century with refined detailing, including French doors. Very suitable for housing stock in a village context; original board and batten detailing should be restored. Pickering, Concession Road No. 8.
32.	3	Clapboard residence. Suitable for housing stock. Pickering, Sideroad No. 24.
33.	3	Stone residence and garage wing. Suitable for housing stock. Markham, 9th Line.
34.	3	Stone residence, with brick trim in local manner. Suitable for housing stock. CIHB No. 43035. Markham, 10th Line.
35.	1	Frame residence of V-groove boarding, with fine trim and detailing: the best example of a distinctive variety typical of the region. Suitable for housing stock; the house and compatible contemporary garage should be saved as a unit. CIHB No. 79027. Pickering, Sideroad No. 34.
36.	4	Frame house, clad with pressed metal, and trimmed as previous example; a type of increasing rarity. Structure merits technical research and possibly recognition — including removal to suitable site. Pickering, Sideroad No. 34.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
37.	3	Clapboard residence, originally board and batten in all probability; humble dwelling with local style of door trim. Suitable for housing stock. CIHB No. 43034. Markham, 10th Line.
38.	3	Frame residence, clad with board and batten. Suitable for housing stock. CIHB No. 43033. Markham, 10th Line.
39.	3	Brick residence of typical local design. Suitable for housing stock. CIHB No. 57048. Pickering, Sideroad No. 26.
40.	3	Brick residence, of plain exterior but with well-detailed interior; ell altered. Suitable for housing stock. CIHB No. 79043. Pickering, Sideroad No. 26.
41.	4	Frame and stone barn, associated with previous item, of more than usual quality. Should be researched for possible retention. Pickering, Sideroad No. 26.
42.	2	Brick residence, good example of regional type, interior trim of particular interest. Suitable for re-use in a village context. CIHB No. 57061. Pickering, Sideroad No. 20.
43.	3	Stone residence. Suitable for housing stock. Pickering, Brock Road.
44.	3a	Stone residence. Suitable for housing stock. CIHB No. 43007. Markham, 17th Avenue.
45.	3a	Brick residence, characteristic of the area at the turn of the century. Suitable for housing stock. CIHB No. 43008. Markham, 17th Avenue.
46.	3	Brick residence, local type, lacking original verandah. Suitable for housing stock. CIHB No. 43042. Markham, 18th Avenue.
47.	4	Frame residence, clad in clapboard and board and batten, important verandah trim. Suitable for salvage to restore other structures or used for housing. Pickering, Sideroad No. 20.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
48.	4	Frame and stone barn group in three units, records should be made of construction, detailing. Could be used as the basis for a variety of uses with major interior changes. Pickering, Sideroad No. 20.
49.	3	Clapboard residence. Suitable for housing stock. CIHB No. 57054. Pickering, Concession Road No. 7.
50.	3	Austere but handsome V-jointed board house with clapboard addition at rear. Suitable for housing stock; clapboard addition need not be retained. CIHB No. 43092. Pickering, Concession Road No. 7.
51.	2	Frame residence, originally called "Silver Maple", built by Henry Hopkins in several stages, 1866, 1880; good example of regional type. Suitable for housing stock. Pickering, Concession Road No. 7.
52.	2	Frame shed, associated with previous time, with some good detail. Structure illustrates evolution of construction of regional farmsteads, should be retained with house. CIHB No. 43093. Pickering, Concession Road No. 7.
53.	2	Patterned brick residence, late Victorian style with particularly attractive detailing, and exceptionally well preserved. Suitable for housing stock. CIHB No. 57053. Pickering, Concession Road No. 7.
54.	3	Clapboard residence. Suitable for housing stock. CIHB No. 79044. Pickering, Concession Road No. 7.
55.	3	Patterned brick residence, with well preserved late Victorian detailing. Suitable for housing stock. CIHB No. 57041. Pickering, Concession Road No. 7.
56.	3	Patterned brick residence. Suitable for housing stock. CIHB No. 57040. Pickering, Concession Road No. 7.
57.	2	Patterned brick residence, representative of regional type. Suitable for housing stock. CIHB No. 57036. Pickering, Concession Road No. 7.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
58.	3	Clapboard residence, relatively early example of modest size. Suitable for housing stock. CIHB No. 57034. Pickering, Concession Road No. 7.
59.	2	Frame residence clad in board and batten and V-groove siding, unusual floor plan; "Ever Green Villa" built in 1865, by Eli Barclay, earlier a sympathizer with W.L. Mackenzie. House and attached shed merit restoration; suitable for housing stock. Pickering, Brock Road.
60.	3	Frame residence clad in clapboard and board and batten. Suitable for housing stock. Pickering, Brock Road.
61.	1	Stone residence, built 1855, 1866, by John Miller, known as "Thistle Há": excellent example of a regional granite boulder house of sizable proportions, historically important. House and grounds should be retained as part of working farm. CIHB No. 43245. Pickering, Concession Road No. 7.
62.	3a	Brick and clapboard residence. Suitable for housing stock. CIHB No. 43031. Markham, 10th Line.
63.	3	Stucco and clapboard residence. Suitable for housing stock. CIHB No. 43030. Markham, 10th Line.
64.	1	Patterned brick residence, characteristic of region. Suitable for re-use as housing in a compatible rural or village setting. CIHB No. 43110. Markham, Markham-Pickering Twp. Line.
65.	3	Frame residence, clad in clapboard, some interesting features outside and inside. Suitable for housing stock. CIHB No. 43111. Markham, Markham-Pickering Twp. Line.
66.	3	Frame residence, clad in board and batten, very small, altered, but some good detailing. Suitable for housing stock. CIHB No. 43112. Markham, Markham-Pickering Twp. Line.
67.	3	Frame residence clad in pressed metal. Suitable for housing stock. CIHB No. 43091. Pickering, Markham-Pickering Twp. Line.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
68.	3	Frame residence, clad in Insulbrick, with handsome local doorcase. Board and batten should be restored, making it an important example of a regional type; suitable for housing stock. CIHB No. 43090. Pickering, Markham-Pickering Twp. Line.
69.	3	Frame residence clad in Insulbrick, with attached board and batten wing containing shed. Siding might be restored; and consideration given to retention of wing; suitable for housing stock. CIHB No. 57050. Pickering, Sideroad No. 28.
70.	3	Frame residence, clad in Insulbrick, with very late 19th century detailing, e.g., painted and stained glass window. Suitable for housing stock. CIHB No. 57043. Pickering, Sideroad No. 26.
71.	3	Patterned brick residence. Suitable for housing stock. CIHB No. 57038. Pickering, Sideroad No. 22.
72.	2	Patterned brick residence, fine regional type, of local brick; bellcast verandah removed but should be restored. Very suitable for housing stock. Pickering, Sideroad No. 28.
73.	3	Frame residence clad in V-groove siding, possibly of early construction, should be researched. Suitable for housing stock. Pickering, Sideroad No. 26.
74.	3	Patterned brick residence. Suitable for housing stock. Pickering, Brock Road.
75.	2	Clapboard on frame residence, minor barge-board over window of particular interest. Very suitable for housing stock. CIHB No. 57032. Pickering, Highway No. 7.
76.	3a	Brick residence; absence of front door in main face should be investigated. Suitable for housing stock. CIHB No. 57029. Pickering, Highway No. 7.
77.	3	Patterned brick residence, suitable for housing stock. Pickering, Highway No. 7.
78.	3a	Clapboard residence. Suitable for housing stock. Pickering, Highway No. 7.

**BROUGHAM**

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
79.	2	Pickering Township Museum: complex of 15 structures, virtually all of which are interesting — some important — but not evaluated individually; compound requires study and reorganization. All structures small; most are readily moveable, and could continue in present use with up-grading of layout, possibly even expanded by introduction of carefully selected material which required to be moved and/or was not suitable for other use. Pickering, Highway No. 7.
80.	3	Frame residence, clad in Insulbrick, of importance in the Brougham Village context; could be an early cottage, requires research. Suitable for housing stock. CIHB No. 57011. Pickering, Highway No. 7.
81.	3	Patterned brick residence, late Victorian style of a fine vulgarity, important in the context of Brougham. Very suitable for housing stock. CIHB No. 43441. Pickering, Highway No. 7.
82.	3	Clapboard residence, important in the context of Brougham. Suitable for housing stock. Pickering, Highway No. 7.
83.	2	Stuccoed residence, possibly of early construction, important in Brougham context. Suitable for housing. CIHB No. 57008. Pickering, Highway No. 7.
84.	1	Patterned brick residence built by William Bentley, 1853-5, a key element in the central structure of Brougham; of mixed style: the most distinguished structure on the proposed airport site. Must be saved: suitable for any variety of public or private uses. CIHB No. 43272. Pickering, Brock Road.
85.	2	Brick store, good example of early commercial and public architecture in the region (upper floors formerly used as a temperance hall), important in the context of Brougham. CIHB No. 57003. Pickering, Highway No. 7.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
86.	1	Clapboard store, a remarkable survival of early commercial construction; main front finely detailed, side wall of unusual plank construction. Very suitable for relocation to an outdoor museum (Black Creek Pioneer Village known to be interested in this building). CIHB No. 43443. Pickering, Highway No. 7.
87.	2	Brick hotel, partially stuccoed, porch removed, interior of hotel debased, important in Brougham context. Entire structure merits complete restoration; very suitable for commercial re-use. CIHB No. 57005. Pickering, Highway No. 7.
88.	3	Clapboard residence, important in Brougham context. CIHB No. 43450. Pickering, Old Brock Road.
89.	3	Clapboard residence, important in Brougham context. Pickering, Old Brock Road.
90.	2	Clapboard store with attached early residence of a variety of styles and building dates: unique boomtown front added after original construction; contributes significantly to the village context. Suitable for a variety of possible uses. CIHB No. 43445. Pickering, Highway No. 7.
91.	2	Brick residence, formerly the 'Commerical Hotel', a charming Ontario Gothic Revival structure, 1855-8. Important in Brougham context. Suitable for commercial use. CIHB No. 43447. Pickering, Highway No. 7.
92.	2	Clapboard residence, carefully detailed worker's cottage in the gothic style, important in Brougham context. CIHB No. 79058. Pickering, Brock Road.
93.	2	Clapboard Township Hall, important in the context of Brougham and historic example of a dwindling group of early public buildings. Suitable for institutional or commercial use. CIHB No. 43455. Pickering, Brock Road.



<b>BLdg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
94.	1	Patterned brick residence, best example of the type seen by the panel throughout the survey, a key element in Brougham streetscape. Must be saved; suitable for commercial or residential use. CIHB No. 57002. Pickering, Brock Road.
95.	3	Clapboard residence, important in the context of Brougham. Pickering, Brock Road.

**END OF BROUGHAM**

## NORTH PICKERING PROJECT SITE (NPP)

NOTE RE: LOCATION: Only a cursory indication of location is given for each item because the map makes clear the site of the structure in relation to the nearest crossroads, as well as the side of the road on which it stands. The township is listed first and then the road bounding the front of the property; in the case of a building located at an intersection, the address given is the road which the principal facade of the building faces (which is not necessarily the same as the road giving access to the driveway).

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
96.	3	Frame residence, clad in Insulstone; otherwise apparently well preserved. Restoration of board and batten warranted; suitable for housing. Markham, 9th Line.
97.	3	Brick residence, now painted. Suitable for housing. Markham, 9th Line.
98.	3	Patterned brick residence. Suitable for housing. Markham, 9th Line.
99.	1	Residence with brick veneer, probably over log construction; if so, a rare survival for this area of an early construction form. Should be carefully research, but in any case brick veneer should be retained; suitable uses include housing or interpretation. CIHB No. 43094. Markham, 16th Avenue.
100.	3	Patterned brick residence, unusual Chinese Chippendale detailing of main floor. Suitable for housing. Markham, 9th Line.
101.	3	Stone residence of two full stories with a brick ell. Suitable for housing. CIHB No. 43100. Markham, 10th Line.
102.	2	Stone residence, very fine masonry work and verandah detailing, altogether distinguished and apparently well preserved. Suitable for housing. CIHB No. 43101. Markham, 10th Line.
103.	4	Stone residence, possibly early, with frame wing. Suitable for housing. Markham 10th Line.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
104.	3/4	Patterned brick residence now covered by stucco, dated 1855 over door. Structure needs immediate repair to gable ends and eave returns, while consideration should be given to removing stucco; suitable for housing. Pickering, Highway No. 7.
105.	2	Patterned brick residence, characteristic local detailing in very unusual semi-polygonal porch on gable end. Suitable for housing. Pickering, Highway No. 7.
106.	3	Frame residence, clad in board and batten. Suitable for housing. Pickering, Highway No. 7.
107.	1	Frame residence, clad in board and batten, an outstanding adaptation of a pattern-book cottage in the romantic style, with much distinguished detailing. Consideration should be given to authentic restoration or compatible reconstruction of the ell; suitable for housing or interpretation. CIHB No. 43500. Pickering, Highway No. 7.
108.	2	Patterned brick residence with stuccoed gable end. Consideration should be given to restoration of the end and porch; suitable for housing. Pickering, Highway No. 7.
109.	3	Patterned brick residence. Suitable for housing. CIHB No. 57031. Pickering, Highway No. 7.
110.	2	Frame residence, clad in V-groove board siding, typical of simple house form; wire fence and gate with cast iron ornament of exceptional merit. Suitable for housing. Pickering, Sideroad No. 22.
111.	2	Frame residence, clad with V-groove board siding, particularly handsome door case. Suitable for housing. CIHB No. 57028. Pickering, Highway No. 7.
112.	3	Pattern brick residence of late date. Suitable for housing. Pickering, Highway No. 7.
113.	3	Patterned brick residence, with slight detailing. Suitable for housing. Pickering, Highway No. 7.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
114.	2	Stone residence, of two full stories, with brick fire-place wall. Suitable for housing. CIHB No. 43103. Markham, 10th Line.
115.	4	Frame residence, clad in Insulbrick, possibly an early structure of a single story. Should be researched. Markham, Markham-Pickering Twp. Road.
116.	2	Board and batten residence, pleasant and well-preserved; originally the Lyman Bice house, apparently dated 1884. Suitable for housing. CIHB No. 43517. Pickering, Sideroad No. 34.
117.	3	Frame residence. Suitable for housing. Pickering, Sideroad No. 20.
118.	3	Brick residence, of late Victorian design. Suitable for housing. Pickering, Brock Road.
119.	3	Clapboard residence. Suitable for housing. Pickering, Brock Road.
120.	3	Stone residence of two stories with both door and gable window round-headed. Suitable for housing. Markham, Highway No. 7.
121.	2	Patterned brick residence, dated 1875, built for and by Abe Reesor (carpenter) with Amos Cole as mason; unusual detailing includes band of imbrication, but porch altered at front (portion of original — unusual in quality and design — preserved at rear). Suitable for housing. Markham, Highway No. 7.
122.	1	Stone cottage, good quality Georgian style, with much fine detailing, including 12 over 12 light sash, and fine doors. Much extended; might be restored in part, and some additions eliminated: suitable for either housing or interpretation. CIHB No. 43105. Markham, Highway No. 7.
<b>LOCUST HILL</b>	2G	Frame residence clad in V-groove siding, important in Locust Hill Village context. Suitable for housing. Markham, Highway No. 7.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
124.	2G	Stuccoed residence, probably not 19th century, fits in mix of village styles, important in overall context of place. Suitable for housing. Markham, Highway No. 7.
125.	2G	Brick church, Locust Hill Methodist (now United), dated 1890, important part of village context; some particularly interesting tombstones in related cemetery across road. Continue in current use. Markham, Highway No. 7.
126.	2G	Frame residence, typical of the quality of housing stock in central portion of Locust Hill. Token example of housing type meriting preservation and augmentation in centre of Locust Hill. Markham, Highway No. 7.
127.	2G	Clapboard store and inn (a temperance hotel and occupied by the Post Office in 1886, when Locust Hill received its name), much original detailing; a key structure in Locust Hill. Suitable for continued commercial use. Markham, Highway No. 7.
128.	1G	Frame residence clad in board and batten siding, with exceptionally fine detailing, handsome setting: set well back and approached by impressive laneway lined by mature trees. House and environment important in Locust Hill context and should be preserved. Markham, Highway No. 7.
129.	2G	Railway station, possibly the original one on this site (1882) clad in cove siding, relatively unusual and well preserved period railway station. Should be preserved (and, if necessary, augmented sensitively) for continued transportation use or for other commercial use. Markham, off Highway No. 7.

#### **END OF LOCUST HILL**

130.	3	Patterned brick residence, of late Victorian detailing. Suitable for housing. Markham, Highway No. 7.
131.	3	Clapboard residence, of two full stories. Suitable for housing. Pickering, Markham-Pickering Twp. Road.
132.	3	Patterned brick residence. Suitable for housing. Markham, 9th Line.

- |      |   |   |
|------|---|---|
| 133. | 3 | Frame residence, clad in board and batten with clapboard ell. Suitable for housing. Pickering, Concession Road No. 5. |
| 134. | 3 | Patterned brick residence, original porch replaced. Suitable for housing. Pickering, Concession Road No. 5.           |
| 135. | 3 | Board and batten residence, plain but striking. Suitable for housing. Pickering, Concession Road No. 5.               |

## WHITEVALE

NOTE: The following buildings are all located in the Village of Whitevale. As detailed in the report above, the Panel strongly recommend that the village character of Whitevale is of provincial importance, must be secured, and might be reinforced. Reinforcement could take the form of restoration and infilling with some of the structures selected from elsewhere on the sites, especially from the Airport Site. The following buildings in Whitevale represent the best of nineteenth century village development and are most important in maintaining the village context; proposed infilling and new additions to the town should be compared against these.

- |      |    |  |
|------|----|--|
| 136. | 2G | Clapboard residence, a good example of a classic workmen's house, siting with gable end to street, much original detail. Suitable for housing. Pickering, Sideroad No. 32 (Altona Road).   |
| 137. | 1G | Clapboard residence in Greek Revival style, locally important: house of T.P. White (the mill owner who succeeded John Major and for whom Whitevale was renamed), very fine detailing, most significant landmark in the village. Care should be taken to enhance the visual pairing with following item; suitable for housing. Pickering, Concession Road No. 5. (Main Street). |
| 138. | 2G | Clapboard residence in Greek Revival style, originally a match with No. 137. Should be restored; suitable for housing. Pickering, Concession Road No. 5 (Main Street).   |
| 139. | 2G | Clapboard residence with local form of Gothic Revival detailing (compare with number 75). Suitable for housing. CIHB No. 43463. Pickering, Concession Road No. 5 (Main Street).  |

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
140.	3G	Frame residence clad in board and batten. Suitable for housing. Pickering, Concession Road No. 5 (Main Street).
141.	2/4G	Clapboard residence with what appears to be early detailing that should be investigated. Suitable for housing. Pickering, Concession Road No. 5 (Main Street).
142.	3G	Frame residence, clad in board and batten. Suitable for housing. Pickering, Factory Street.
143.	3G	Frame residence clad in board and batten, small and humble. Suitable for housing. Pickering, Factory Street.
144.	1G	Mill pond and associated structure, an extended sheet of water about .4 mile in length winding through a well treed area; of historic and functional value. Should be preserved both as an important social and visual amenity, and as virtually the last vestige of the many industrial monuments which filled the core of Whitevale in the mid-nineteenth century. Pickering, Concession Road No. 5 (Main Street) and Mill Street.
145.	3G	Frame house clad in board and batten, modernized but early doorway retained. Suitable for housing. Pickering, Churchwin Street.
146.	3G	Frame house covered in stucco, suitable for housing. Pickering, Churchwin Street.
147.	3G	Frame residence, clad in board and batten, good detailing. Suitable for housing. Pickering, Churchwin Street.
148.	3G	Frame residence, clad in Insulbrick. Restoration of board and batten warranted; suitable for housing. Pickering, Churchwin Street.
149.	3G	Clapboard house. Suitable for housing. Pickering, Churchwin Street.
150.	3G	Clapboard house. Suitable for housing. Pickering, Gladstone Street.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
151.	3G	Clapboard residence, extended to form duplex. Suitable for housing. Pickering, Gladstone Street.
152.	3G	Frame residence clad in board and batten, small but very good quality. Suitable for housing. Pickering, Churchwin Street.
153.	3G	Frame residence clad in composition shingles. Suitable for housing. Pickering, Churchwin Street.
154.	2G	Frame residence clad in board and batten, with long ell; superior quality, generally well preserved, but porch requires immediate attention. Suitable for housing. Pickering, Churchwin Street.
155.	3G	Clapboard residence, with some good detailing. Suitable for housing. Pickering, North Road.
156.	3G	Frame residence clad in Insulbrick, well detailed. Suitable for housing. Pickering, North Road.
157.	3G	Frame residence clad in V-groove board siding. Suitable for housing. Pickering, North Road.
158.	3/4G	Clapboard residence, possibly for some other use at one time; should be researched. Suitable for housing. Pickering, Concession Road No. 5 (Main Street).
159.	3G	Frame residence, clad in board and batten, modest, well preserved. Suitable for housing. Pickering, Concession Road No. 5 (Main Street).
160.	2G	Clapboard residence, suitable for housing. Pickering, Concession Road No. 5 (Main Street).
161.	2G	Clapboard residence, with some Gothic Revival detailing, strongly designed. Suitable for housing. Pickering, Concession Road No. 5 (Main Street).
162.	2G	Clapboard residence, originally an inn. Suitable for housing. Pickering, Concession Road No. 5 (Main Street).
163.	2G	Frame residence clad in V-groove siding, well preserved in part. Very suitable for housing. Pickering, Concession Road No. 5 (Main Street).



<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
164.	2G	Frame store clad in board and batten. Should be restored and continue in commercial use. Pickering, Concession Road No. 5 (Main Street).
165.	2G	Frame residence clad in board and batten, good example of local type (compare with number 251), but additions and modern windows on the first floor have somewhat diminished the importance of this structure. Suitable for housing. Pickering, Concession Road No. 5 (Main Street).
166.	1G	Clapboard residence, handsome house with detailing that is distinctive of the locale. Suitable for housing. Pickering, Concession Road No. 5 (Main Street).
167.	3G	Brick residence. Suitable for housing. Pickering, Concession Road No. 5 (Main Street).
168.	3G	Brick residence. Suitable for housing. CIHB No. 43523. Pickering, Concession Road No. 5 (Main Street).
169.	3G	Frame residence clad in Insulstone, suitable for housing. Pickering, Concession Road No. 5 (Main Street).
170.	4G	Frame residence now clad in Insulstone, possibly built originally for other use; this should be researched. Could be used for housing or commercial. Pickering, Concession Road No. 5 (Main Street).
171.	1G	Brick church, Whitevale United Church, characteristic of urban churches built in Ontario in the 1870's and 1880's, important brick detailing in both church and porch, set in handsomely treed grounds; key landmark in Whitevale. Roof needs attention; should remain in institutional use. CIHB No. 43475. Pickering, Concession Road No. 5 (Main Street).
172.	2G	Frame residence, clad in board and batten siding, good detailing of trim elements, unusual two-story bay. Porch should be restored; suitable for housing. CIHB No. 43477. Pickering, Concession Road No. 5 (Main Street).

**END OF WHITEVALE**

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
173.	2	Clapboard residence with a stone wing; a simple house of great charm, good detailing. Suitable for housing. Pickering, Concession Road No. 5.
174.	3	Clapboard residence. Suitable for housing. Pickering, Concession Road No. 5.
175.	3	Patterned brick school, dated 1885, of large scale, altered for conversion to a residence. Should continue in residential use (or suitable for commercial, public use). CIHB No. 43479. Pickering, Concession Road No. 5.
176.	2	Stone house of large proportions, very handsome, reportedly 1855. Most suitable for housing. Pickering, Concession Road No. 5.
177.	3	Clapboard residence, particularly well detailed east doorway; porch across east side destroyed. Suitable for housing. CIHB No. 43439. Pickering, Concession Road No. 5.
178.	1	Stone residence, of local importance; built for John Major, the Irish mill owner for whom Whitevale originally called Majorville; also of exceptional quality inside and out with local specialty: unusual Gothicized version of Palladian window in gable. Stone privy originally attached to house by board and batten wing which might be restored; suitable for interpretation or housing. CIHB No. 43484. Pickering, Concession Road No. 5.
179.	3	Patterned brick residence with earlier stone ell, a distinctive local type. Suitable for housing. CIHB No. 43485. Pickering, Concession Road No. 5.
180.	3	Patterned brick residence, main doorway altered. Suitable for housing. Pickering, Concession Road No. 5.
181.	3	Brick residence, turn-of-the-century type, lacking porch. Suitable for housing. Pickering, Concession Road No. 5.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
182.	3	Stone residence, a handsome and simple house, possibly of early date, with unusual treatment of entrance. Suitable for housing. CIHB No. 43489. Pickering, Concession Road No. 5.
183.	1	Patterned brick residence, typical of the late 19th century house form in Ontario, many exceptionally fine exterior trim details. Suitable for either interpretation or housing. CIHB No. 43490. Pickering, Concession Road No. 5.
184.	3	Stone barn, superior quality but small and close to road, lending itself to adaptation. Could be converted to other uses including residential or commercial. Pickering, Concession Road No. 5.
185.	2	Stone residence of small size but impressive quality, unusual example of a house enlarged by extending walls to rear to create a type like the New England 'salt box'; well preserved. Suitable for housing. CIHB No. 43494. Pickering, Concession Road No. 5.
186.	3	Patterned brick residence. Suitable for housing. Pickering, Concession Road No. 5.
187.	3	Residence clad in modern brick veneer (sloppy or squeezed mortar), with stone ell. Suitable for housing. Pickering, Concession Road No. 5.
188.	2/4	Clapboard residence, possibly of log construction; early or original cladding on two faces. Structure must be researched; may be suitable for interpretation or housing. Pickering, Concession Road No. 5.
189.	2	Frame residence clad in board and batten, a strong house with handsome Gothic window in gable and doorway detailing; modern porch with fibreglass roof should be removed. Suitable for housing. CIHB No. 36418. Markham, 10th Line.
190.	2	Brick residence, unfortunately painted; a large house of Italianate style, now requires some attention to retain quality of detailing. Suitable for housing or for public or institutional use. CIHB No. 36417. Markham, 10th Line.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
191.	4	Stuccoed brick residence, possibly of early construction; should be researched. Suitable for housing. Markham, 10th Line.
192.	3	Frame residence clad in V-groove board siding. Suitable for housing. Markham, 10th Line.
193.	2	Brick residence, now painted, represents a period house of fine detailing; paint could be removed and detail refurbished. Very suitable for housing. Markham, 10th Line.
194.	3	Clapboard residence, much original material. Suitable for housing. Markham, 10th Line.
195.	3	Patterned brick residence. Suitable for housing. Markham, 14th Avenue.
196.	1	Patterned brick school house (Markham, S. Section No. 20) dated 1869, the finest regional example of a one-room school — probably the finest surviving example in the entire province — or the sort advocated by Ryerson and Hodgins in various publications on school design; every effort should be made to preserve the building and its integral landscape setting. Suitable for institutional or interpretative uses. CIHB No. 36411. Markham, 14th Avenue.
197.	2/4	Stuccoed residence, possibly a very early house; must be researched. Suitable for housing or perhaps interpretation. Markham, 14th Avenue.
198.	2	Brick residence, handsome house with unusual porch detailing, period screen door. Suitable for housing. Markham, 14th Avenue.
199.	2	Stone cottage, a plain stone house but of superior quality, with long ell, and later extension. Suitable for housing. CIHB No. 36058. Pickering, Brock Road.
200.	3	Frame residence clad in board and batten, small. Suitable for housing. Markham, off 14th Avenue.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
201.	3/4	Stone residence clad in modern stucco which is dated 1832, should be researched: restoration might be warranted. Suitable for housing. Markham, off 14th Avenue.
202.	2/4	Board-and-batten blacksmith shop, rare surviving representation of a type once common. Suitable for educational use and research. CIHB No. 43082. Markham, 10th Line.
203.	3	Frame residence clad in board and batten: originally a labourer's cottage on the Lapp farm; modern ell added. Suitable for housing. Markham, off 10th Line.
204.	3	Stone residence. Suitable for housing. Markham, Markham-Pickering Twp. Road.
205.	3	Patterned brick residence; curious treatment of main windows with lowered heads, may bear investigation. Suitable for housing. Pickering, Concession Road No. 4.
206.	3	Frame residence, clad in V-groove siding laid horizontally, with slender Gothic Revival detailing. Suitable for housing. Pickering, Sideroad No. 26.
207.	3	Clapboard residence; later porch has replaced original verandah (with extraordinary effect). Suitable for housing. Pickering, Concession Road No. 4.
208.	3	Clapboard residence with board and batten ell. Suitable for housing. Pickering, Concession Road No. 4.
209.	2	Stone residence, fine proportions and handsome door detailing, eave trim. Suitable for housing. Pickering, Concession Road No. 4.
210.	3	Patterned brick residence, evidently a later Mennonite house with attached "doddy house". Suitable for housing. Markham, 9th Line.
211.	3	Patterend brick residence, with paired bays on main face. Suitable for housing. Markham, Steeles Avenue.
212.	3	Clapboard residence. Suitable for housing. Scarborough, Steeles Avenue.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
213.	2/4	Farm complex, important rich and picturesque grouping: board and batten house, dated 1857 and 1876, of superior quality and preservation, with approximately ten other structures, mostly board and batten cladding; research needed but preservation of complex intact warranted in any case. Suitable for interpretation, institutional use, if not continued in present use. Scarborough, Reesor Road.
214.	3	Frame residence with long ell and attached milk shed, clad in board and batten, should be kept intact as one unit. Suitable for housing. Markham, 10th Line.
215.	1	Frame residence clad in board and batten with attached "doddy house" in vertical boarding, outstanding quality of detailing, (especially for Mennonite house), well preserved; unusual features of property include a concrete mounting block by drive. Suitable for interpretation and housing. Scarborough, Steeles Avenue.
216.	3	Patterned brick residence, front door and gable window evidently altered. Suitable for housing. Markham, 14th Avenue.
217.	2	Patterned brick church, Zion Presbyterian (now United) Church in Cedargrove, 1890, strong example of late 19th century Gothic Revival type. Current use should continue. Markham, 11th Line.

**MENNONITE COMPLEX —**  
At Steeles Avenue and  
Markham-Pickering Township Road

NOTE: Numbers 218 through 223 are part of an important and concentrated Mennonite complex of houses, barns, and a church on contiguous properties that should be preserved. The quality of the grouping is strongly enhanced by the surrounding land — all of which should be secured as a special planning unit. New use potentials include working farms, holiday farms, farm school, heritage interpretation, etc.

218.	1G	Frame house adjacent to following item, with attached "doddy house", clad in V-groove siding, dated 1878, most complex and extended Mennonite structure in areas surveyed by the Panel. Suitable for housing and interpretation. Scarborough, Steeles Avenue.
------	----	---

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
219.	1G	Frame barn dated 1893, remarkable quality, size and complexity of plan complementary to distinguished associated house, No. 218. Scarborough, Steeles Avenue.
220.	1G	Frame barn complex; important and apparently early barn at centre of group, enclosed by wings, on same site as No. 221. Markham, Steeles Avenue.
221.	1G	Brick residence with attached "doddy house", apparently dating from 1853, or earlier: a distinguished Mennonite home, architecturally important, associated with previous item. Markham, Steeles Avenue.
222.	1G	Frame drive-shed associated with the following church, a rare surviving example of a type of structure once common to most rural churches. Markham, Markham-Pickering Township Road.
223.	1G	Mennonite Church clad in clapboard, 1857, a simple and well preserved structure (although recently placed on raised basement), socially an integral part of the above complex of shed, houses and barns; many interesting and distinctive tombstones in cemetery. Markham, Markham-Pickering Township Road.

#### **END OF MENNONITE COMPLEX**

224.	3	Stone residence, c.1859, built for the Garland family by a stonemason named Pearse. Suitable for housing. Pickering, Sideroad No. 32 (Altona Road).
225.	2	Frame residence, clad in board and batten, consistently detailed, well sited, and handsomely landscaped with windbreak of locust trees. Suitable for housing. Pickering, Sideroad No. 30 (Rosebank Road).
226.	2	Brick residence, a pleasantly proportioned house with some good detailing, doorway (debased by heavy porch addition). Suitable for housing. Pickering, Sideroad No. 30 (Rosebank Road).

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
227.	2	Stone residence, well proportioned house with some high quality exterior and interior trim, well preserved. Suitable for housing, CIHB No. 36052. Pickering, Brock Road.
228.	2	Patterned brick residence, a plain house with interesting doorway treatment; frame additions to rear are dispensable. Suitable for housing. CIHB No. 36051. Pickering, Brock Road.
229.	3	Brick residence, dated 1881. Suitable for housing. Scarborough, Passmore Road.
230.	2	Stone Mennonite residence, dated 1857, with two attached frame "doddy houses". Suitable for housing. Scarborough, Beare Road.
231.	3	Frame barn on fine stone foundation, small in size, clad in board and batten, associated with following item. Could be converted to housing. Pickering, Sideroad No. 32 (Altona Road).
232.	2	Stone residence, another Garland house built by the stonemason Pearse, in 1858, in same distinctive technique (of Irish origin), seen frequently in this locale; very large and well detailed, now vandalized and derelict. Merits restoration; suitable for housing or institutional use. CIHB No. 36014. Pickering, Sideroad No. 32 (Altona Road).

## **CHERRYWOOD**

233.	3G	Brick residence, partially covered with stucco, part of Cherrywood context, though not within its limits. Suitable for housing. Pickering, Concession Road No. 3.
234.	3G	Brick residence, end wall stuccoed. Suitable for housing. Pickering, Concession Road No. 3.
235.	3G	Frame residence, now clad in vinyl clapboard, verandah enclosed. Could be restored; suitable for housing. Pickering, Concession Road No. 3.
236.	3G	Brick residence. Suitable for housing. Pickering, Concession Road No. 3.



<b>BLdg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
237.	3G	Stucco clad residence. Suitable for housing. Pickering, Concession Road No. 3.
238.	2G	Brick church, Wesleyan Methodist, dated 1874, built of local brick (from Petty's brickyard, next door to east), a key structure in the context of the village. Should remain in institutional use. Pickering, Concession Road No. 3.
239.	4G	Frame shed clad in board and batten, the Blacksmith's Shop, apparently built before 1865; should be researched. Could be used for interpretative purposes. Pickering, Concession Road No. 3.
240.	3G	Frame residence, clad in board and batten, known as the Blacksmith's House, associated with No. 239, some interesting features; generally well preserved although altered. Suitable for housing. Pickering, Sideroad No. 30 (Rosebank Road).
241.	3G	Frame residence, clad in board and batten. Suitable for housing. Pickering, Sideroad No. 30 (Rosebank Road).
242.	3G	Frame residence, now clad in Insulbrick. Might be restored and made suitable for housing. Pickering, Concession Road No. 3.

#### **END OF CHERRYWOOD**

243.	3	Frame residence, now clad in Insulstone. Merits restoration; suitable for housing. Pickering, Concession Road No. 3.
244.	2	Frame residence clad in board and batten and Johns-Manville siding, a structure of quality and interest. Some restoration work warranted; suitable for housing. Pickering, Concession Road No. 3.
245.	2/4	Clapboard residence, an interesting complex with ell and additions, distinguished Markham door detailing; should be investigated. Suitable for housing. Scarborough, Sewell's Road.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
246.	2	Stone residence, with hip roof, interesting stone work, adjacent to following item. Suitable for housing. Scarborough, off Reesor Road.
247.	2	Stone carriage house associated with previous item. Suitable for conversion to housing. Scarborough, off Reesor Road.
248.	4	Brick residence, interesting verandah and porch detailing. Suitable for housing or salvage for other restorations. Pickering, Sideroad No. 30 (Rosebank Road).
249.	3	Frame residence, now clad with stone veneer on first floor, new board and batten above. Suitable for housing. Pickering, Sideroad No. 28 (White's Road).
250.	2	Stone residence, pleasant proportions, large windows, distinguished trim on kitchen ell; attached board and batten drive-shed of interest. Suitable for housing. Pickering, Sideroad No. 28 (White's Road).
251.	2	Clapboard residence, distinguished eclectic detailing, with local style of door trim and distinctive Gothic Revival window above door; structure now derelict and requires immediate attention. Suitable for housing. CIHB No. 36028. Pickering, off Sideroad No. 26.
252.	2	Stone shed, very superior detailing for a structure of this type. Could be converted to housing. CIHB No. 36031. Pickering, Sideroad No. 26.
253.	3	Stone residence, altered and much extended. Suitable for housing. Pickering, Sideroad No. 24.
254.	1	Iron suspension bridge over Rouge River, straightforward engineering, an important example of good industrial design; should be secured with ample surrounding land to provide proper setting. Not necessarily to be used to carry vehicles: could be used in association with a river valley park system of walkways and paths. Scarborough, Sewell's Road.
255.	3	Frame residence clad in board and batten. Suitable for housing. Scarborough, Kirkham's Road.

<b>Bldg. No.</b>	<b>Panel Rating</b>	<b>Building Description, Recommended Use and Location</b>
256.	3	Frame residence clad in pressed metal. Suitable for housing. Pickering, Markham-Pickering Twp. Line.
257.	2	Stone residence, a house typical of area in its detailing; the main entrance and cornice are of particular interest. Suitable for housing. CIHB No. 36007. Pickering, Finch Avenue.
258.	3	Stone residence; unusual Italianate doorway, evidently altered. Suitable for housing. CIHB No. 36008. Pickering, Finch Avenue.
259.	3	Frame church, Hillside United clad in board and batten dated 1877, alongside Metro Zoo site, just off the NPP Site. This building and others around both the Airport Site and the NPP Site deserve special attention in relation to the new developments. Scarborough, Finch Avenue.



<b>APPENDIX 'C'</b>	<b>Page No.</b>
<b>Photographs of Selected Structures on the Combined Sites</b>	
<i>1740746</i> Airport Site	
<i>1740747</i> Brougham	93
NPP Site	
Locust Hill	117
Whitevale	123
Mennonite Complex	158
Cherrywood	165





1



2



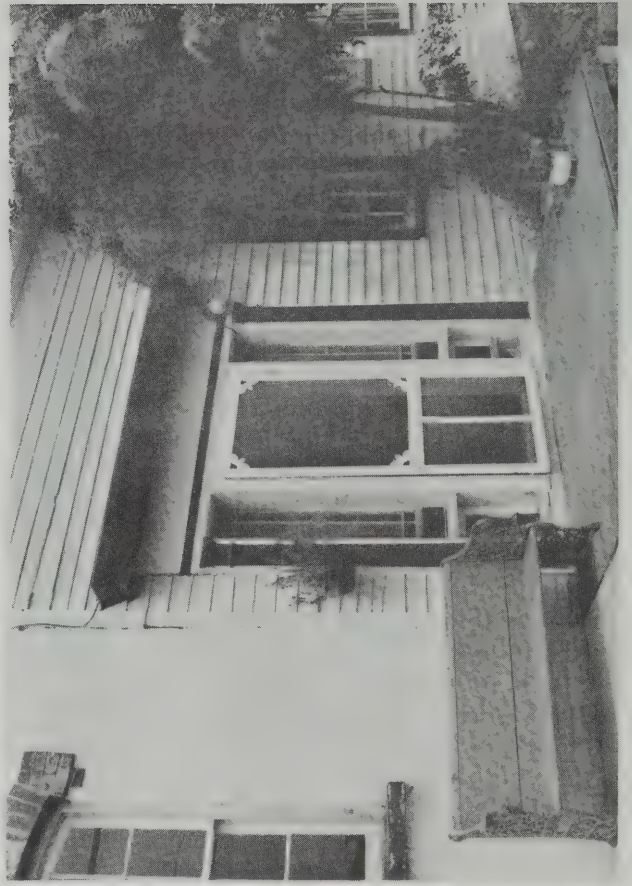
1



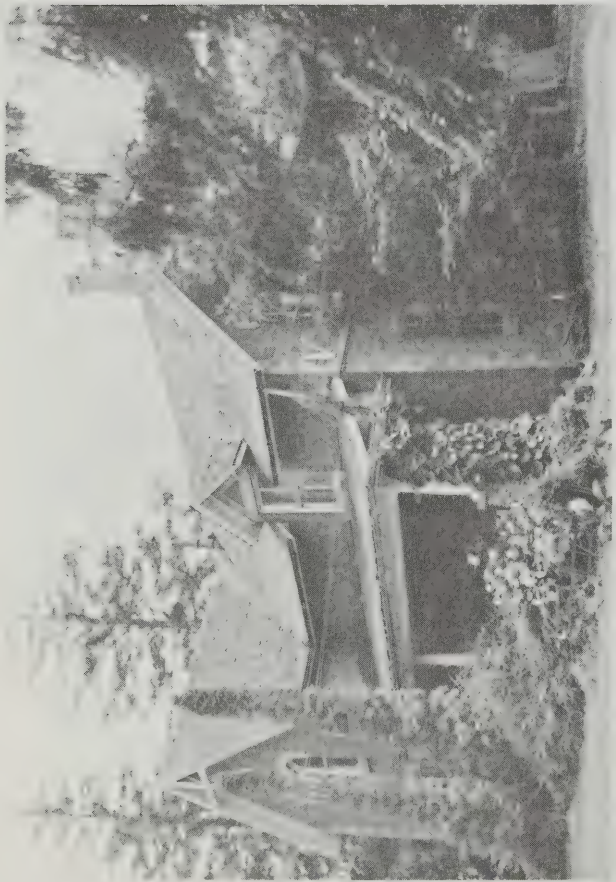
2



3



4



3



4





5



5



5



5



7



8



6



7



9



10



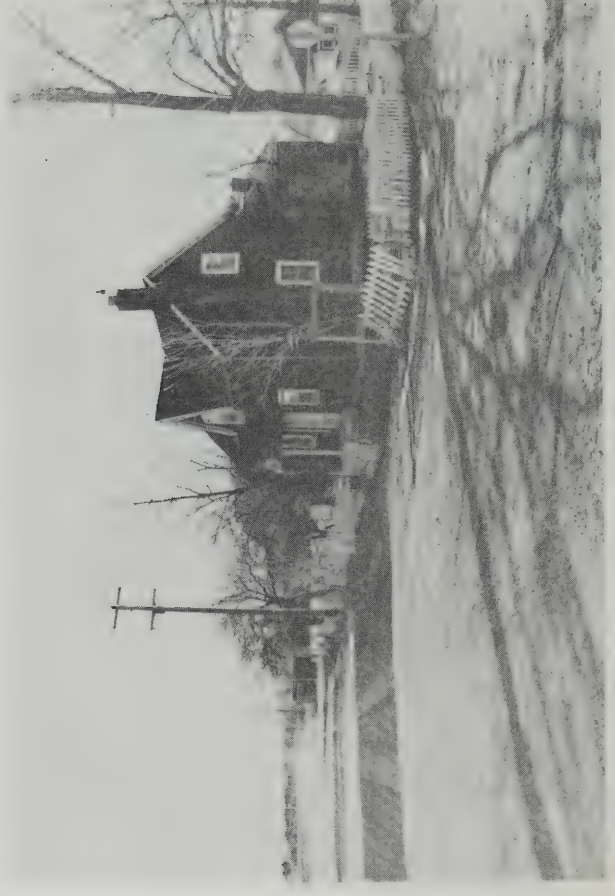
11



11



12



13



12



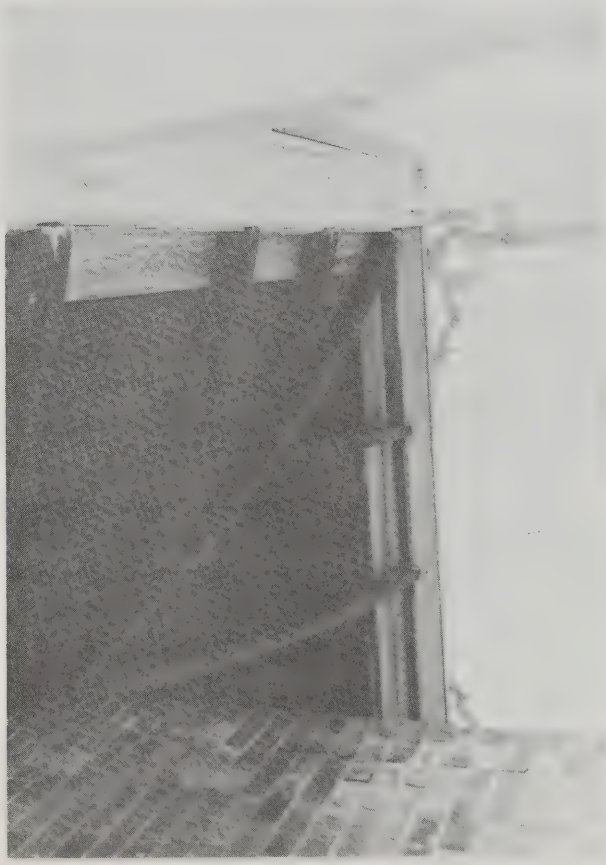
12



13



14



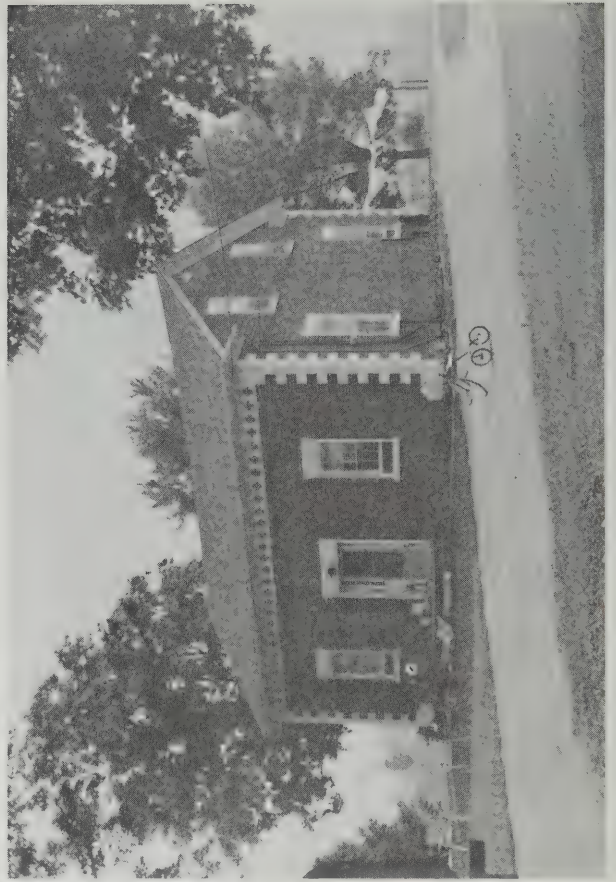
14



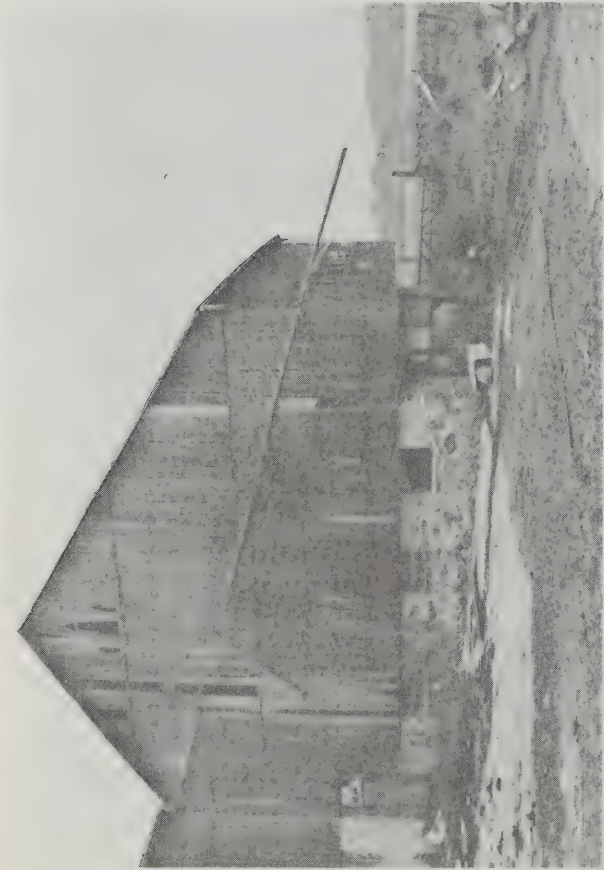
14



16



17



15



16



18



19



17



19



19



20



19

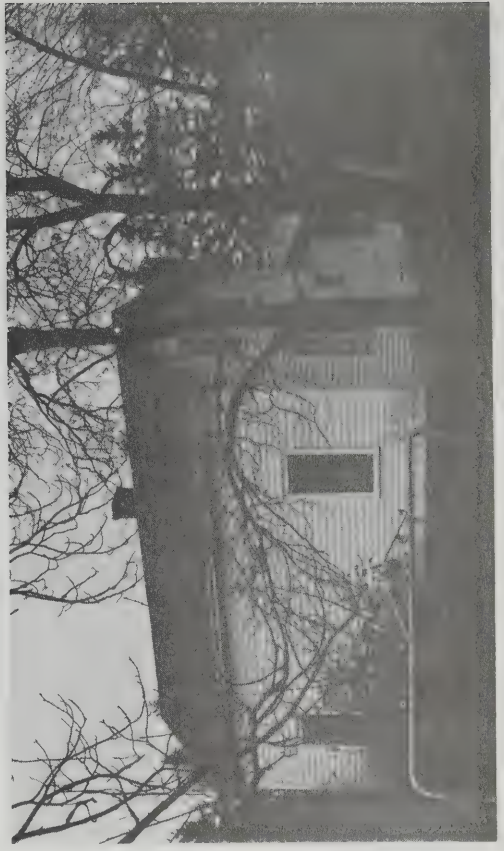


19





21



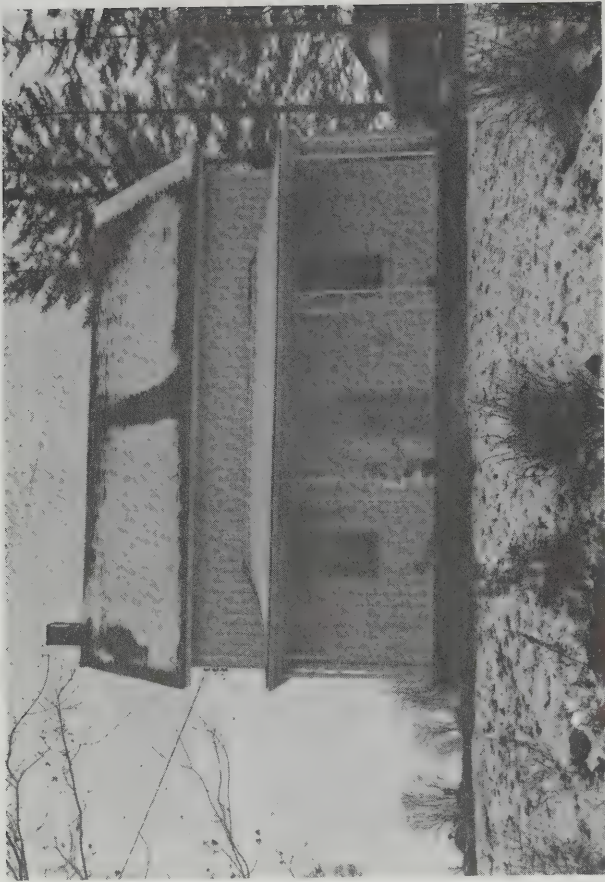
22



21



21



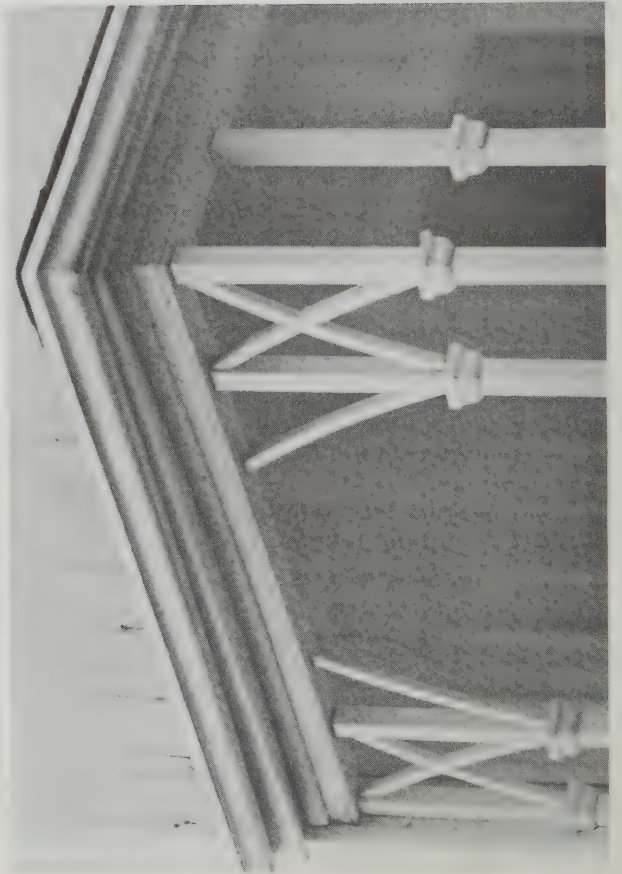
23



24



23



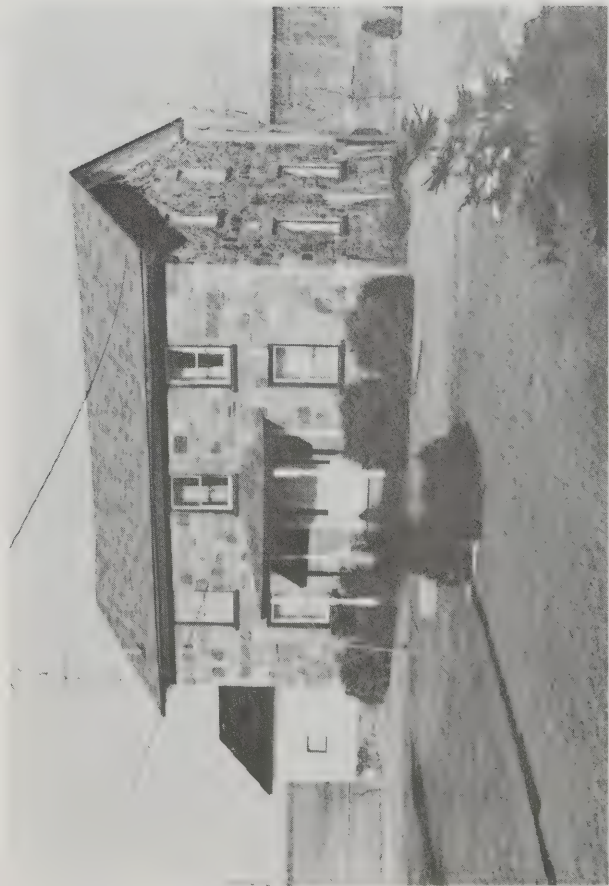
23



24



25



26



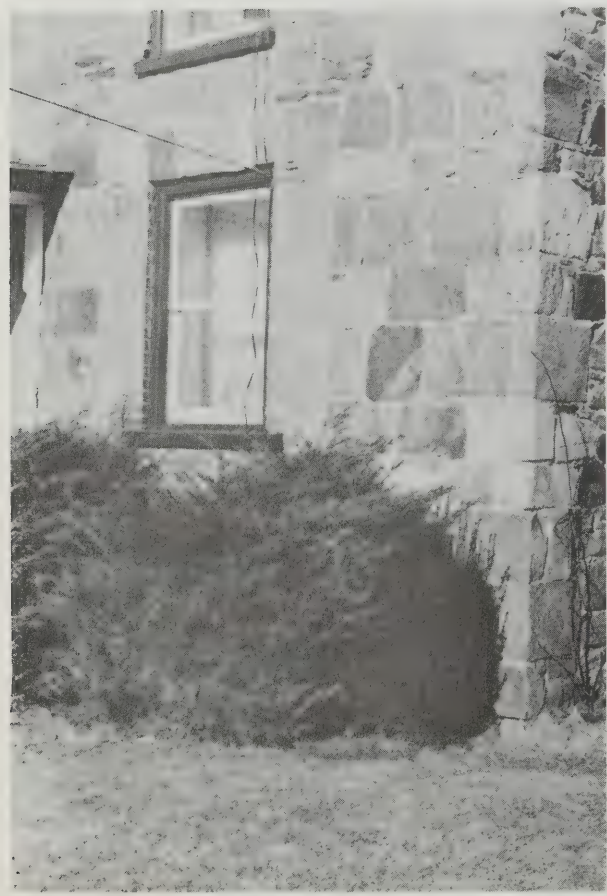
26



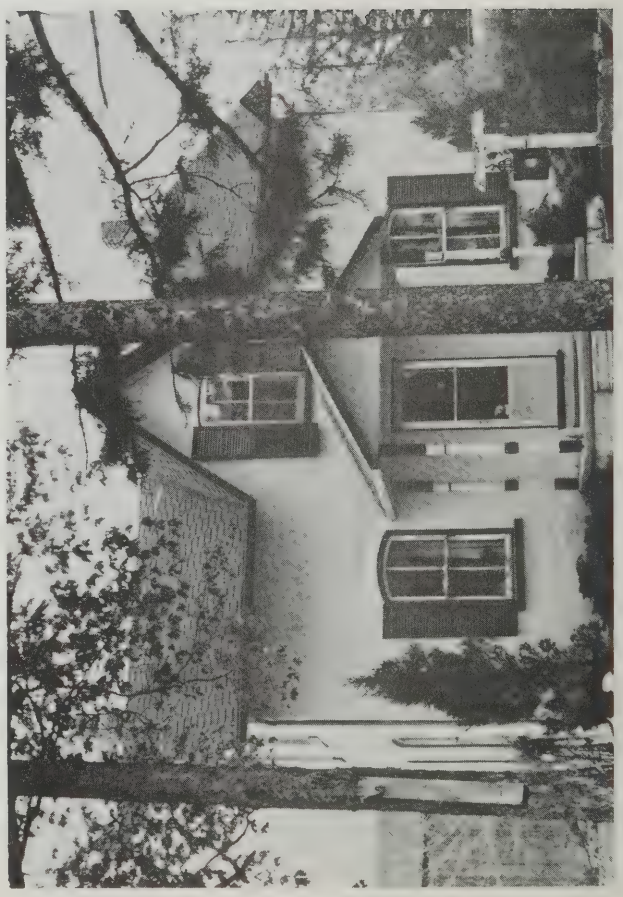
27



29



26



28



30



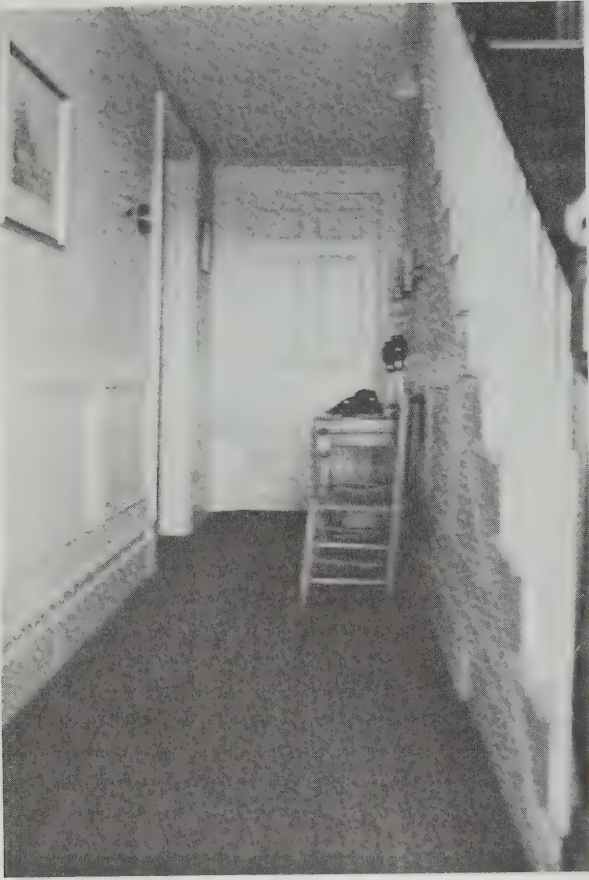
30



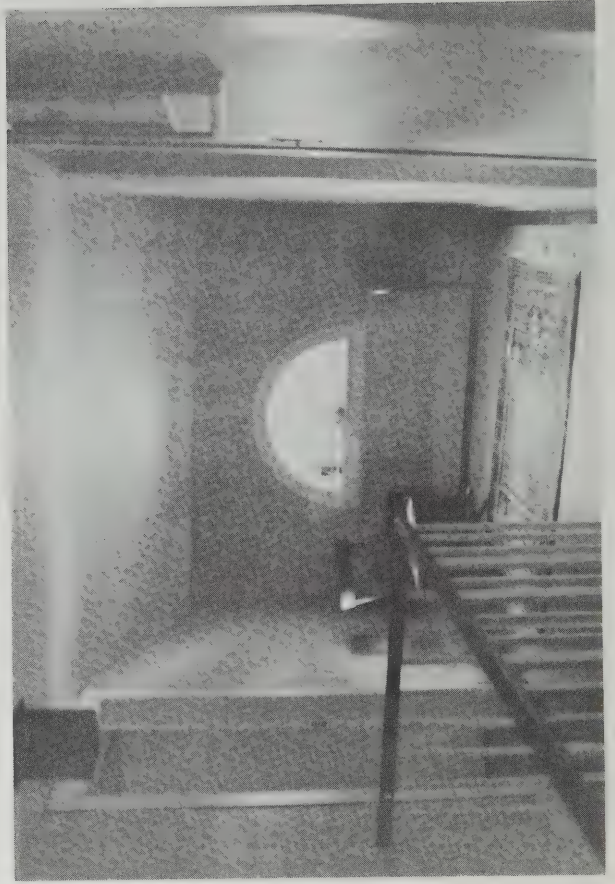
31



31



31



31



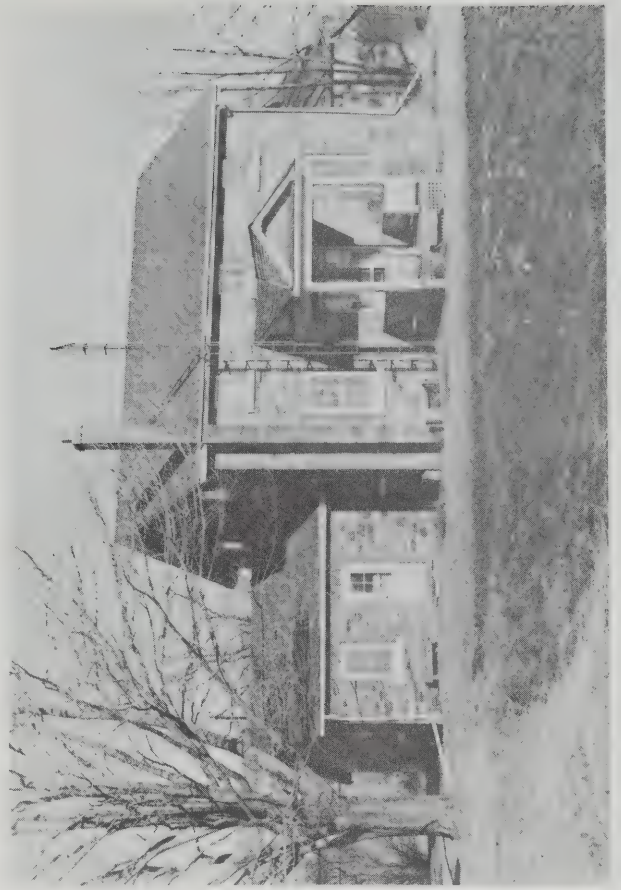
31



31



33



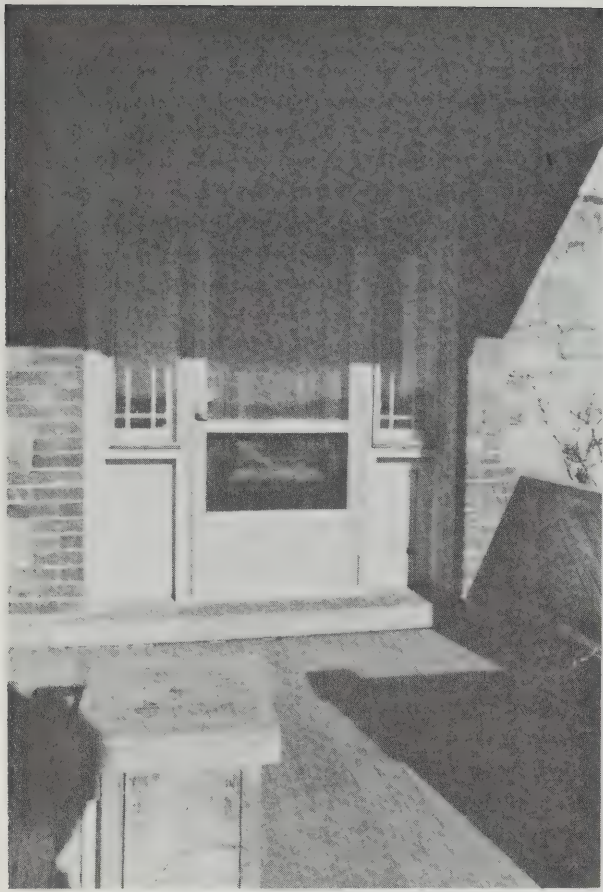
34



32



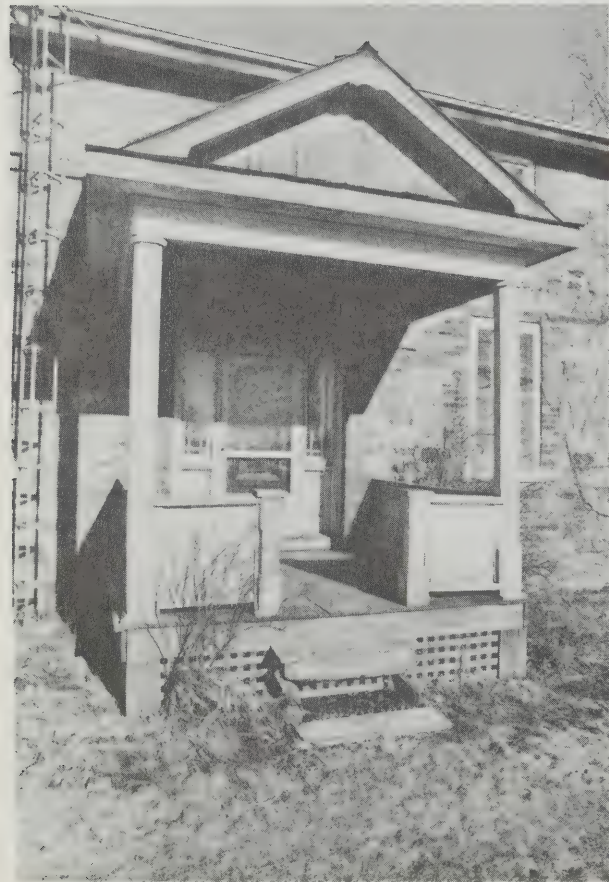
34



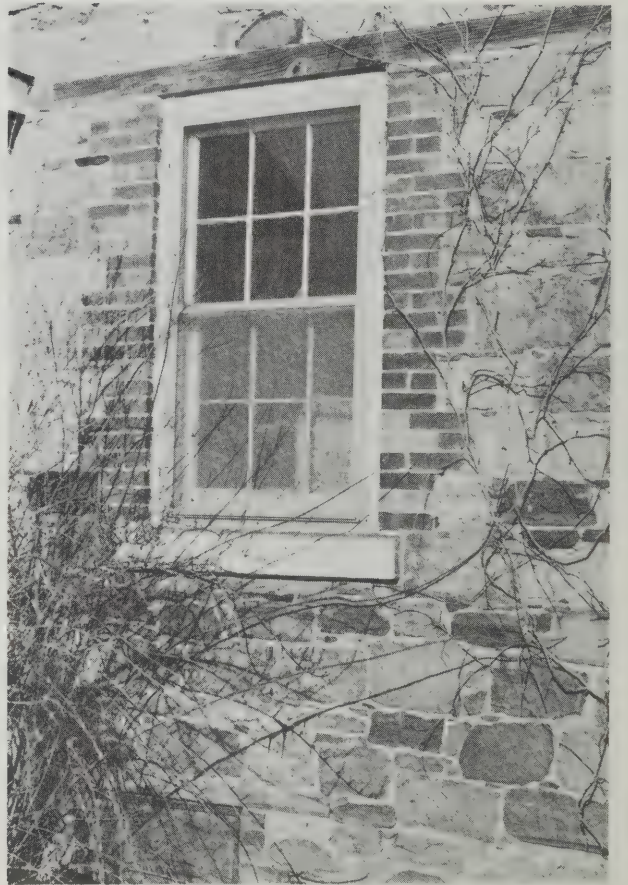
34



35

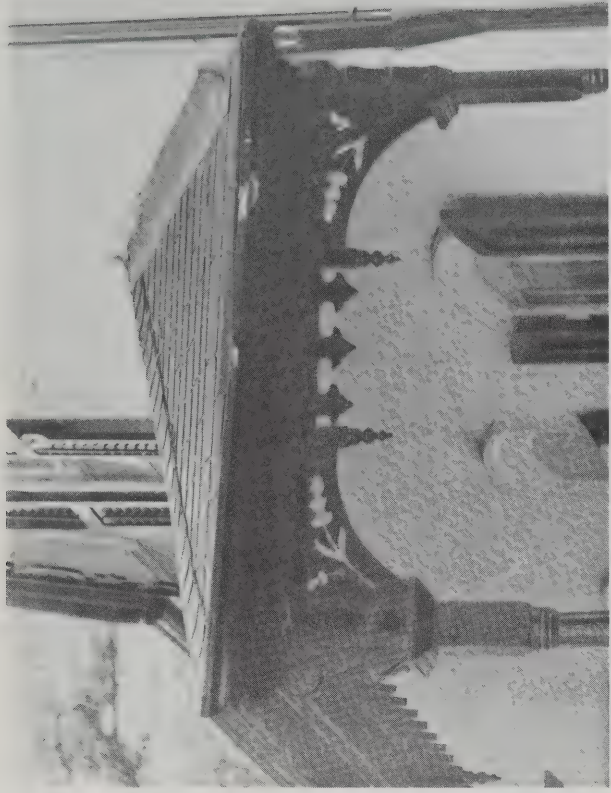


34



34





35



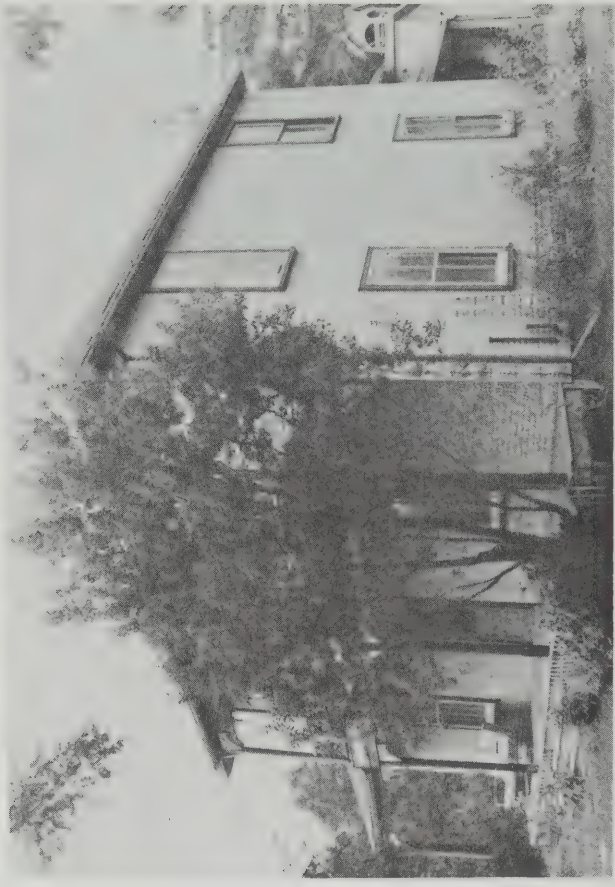
35



35



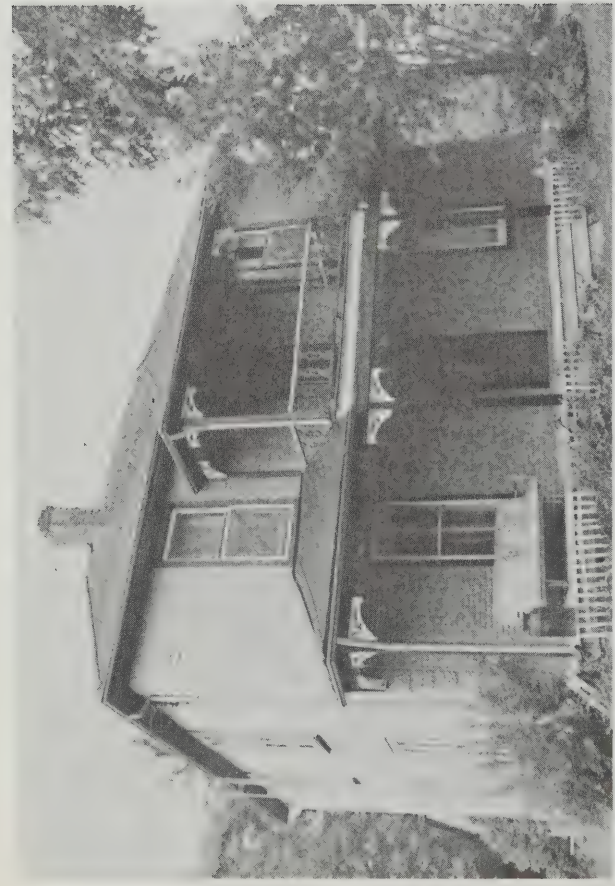
35



36



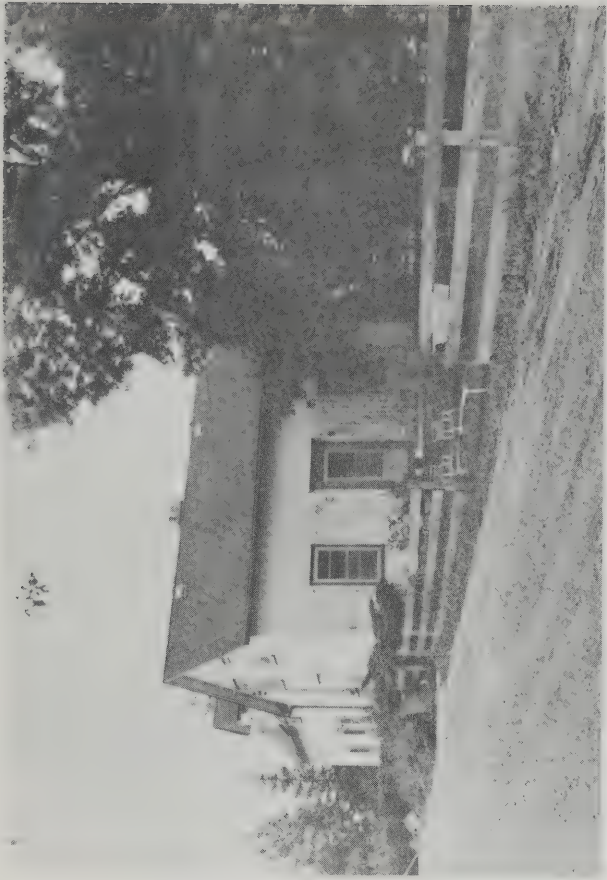
37



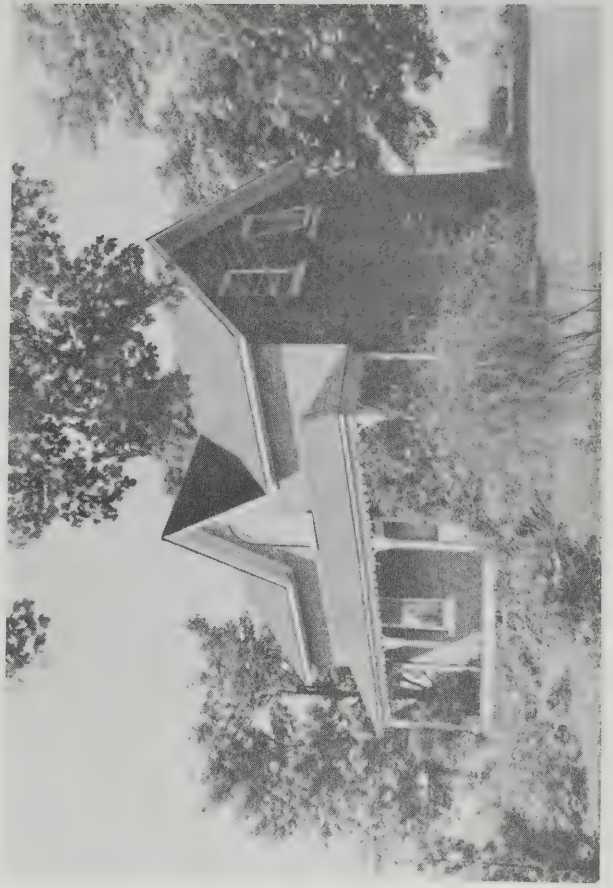
36



36



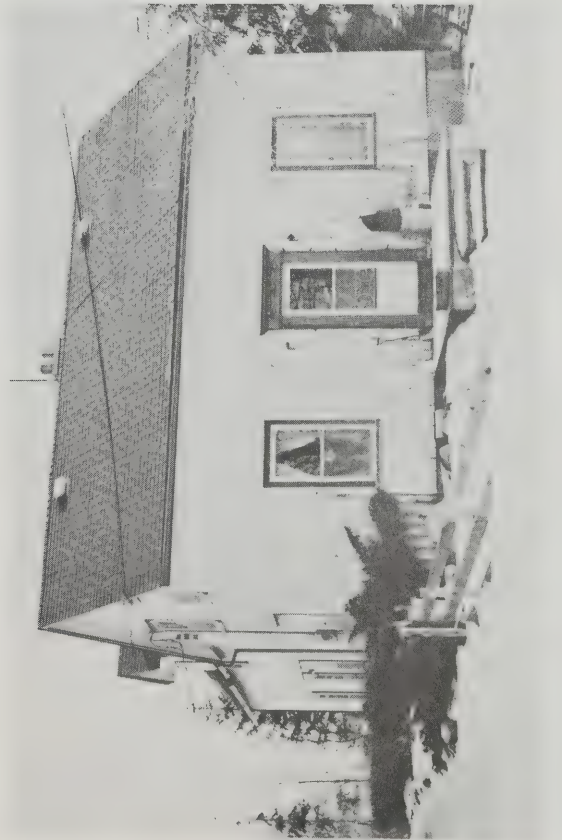
38



39



37



38



40



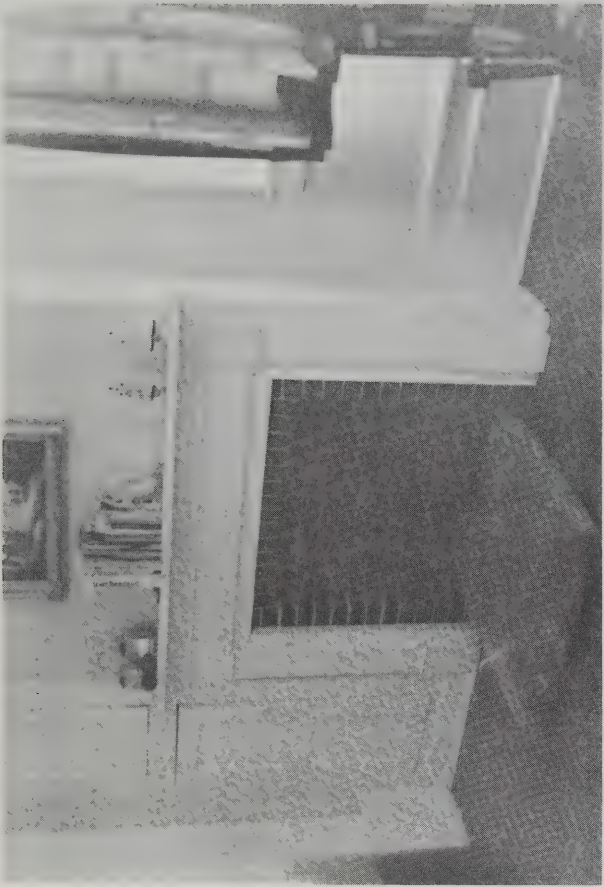
40



39



40



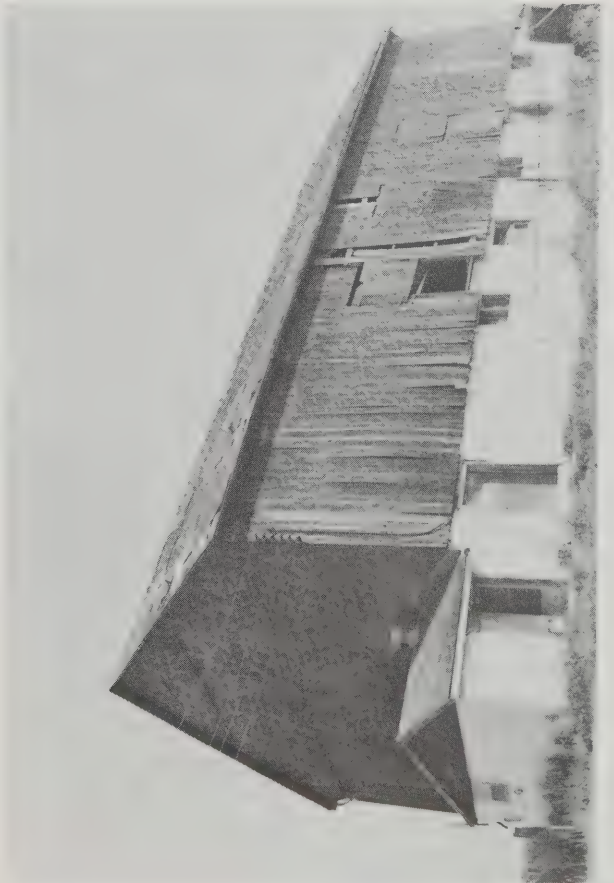
40



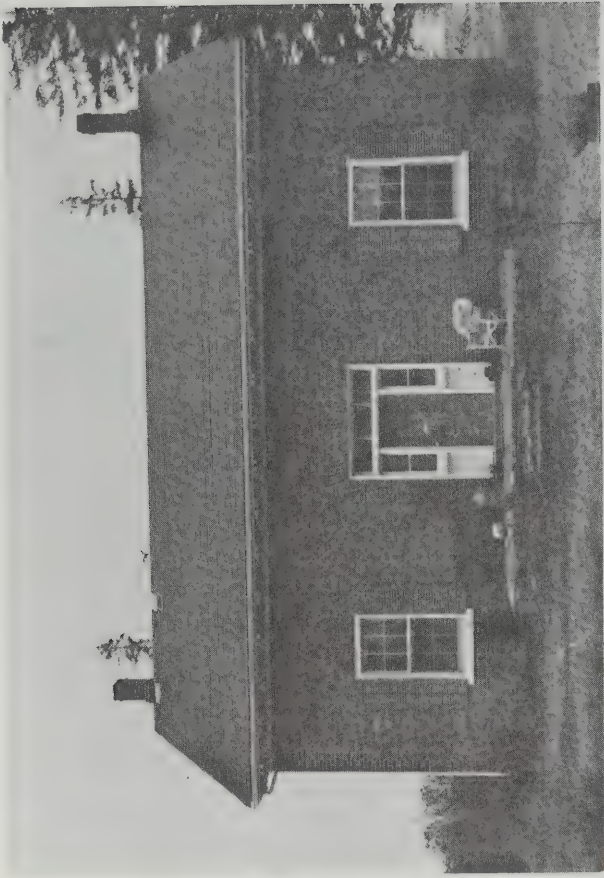
41



40



41



42



42



41



42



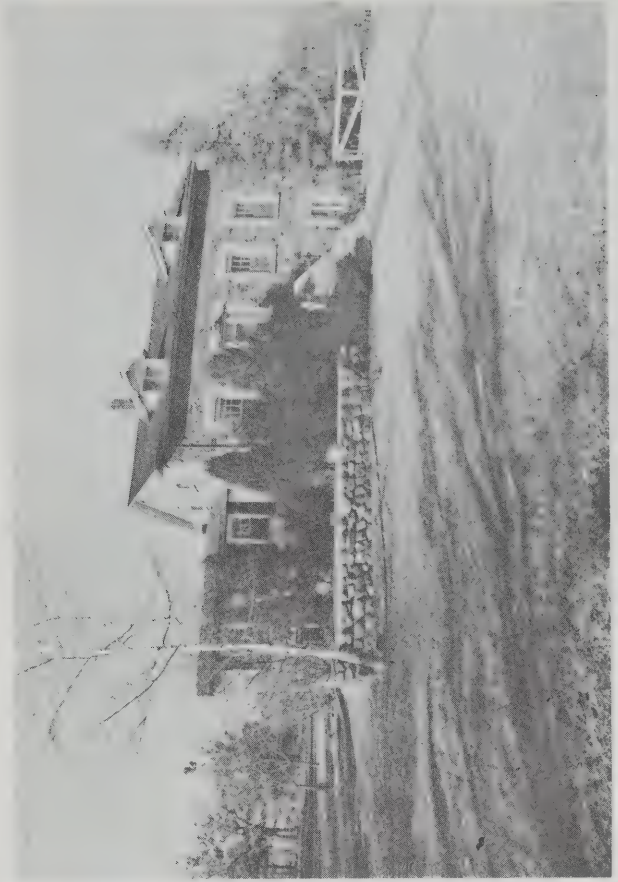
42



43



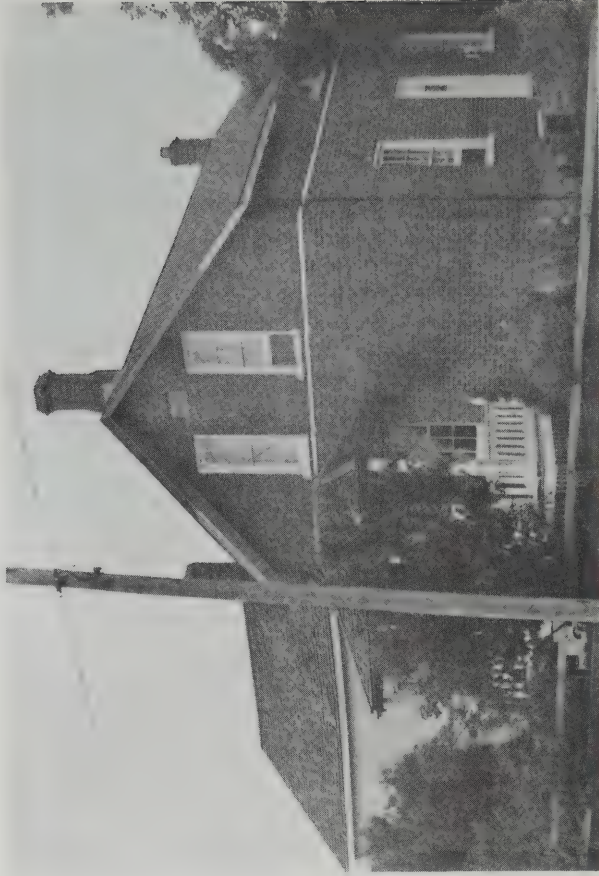
43



44



44



46



44

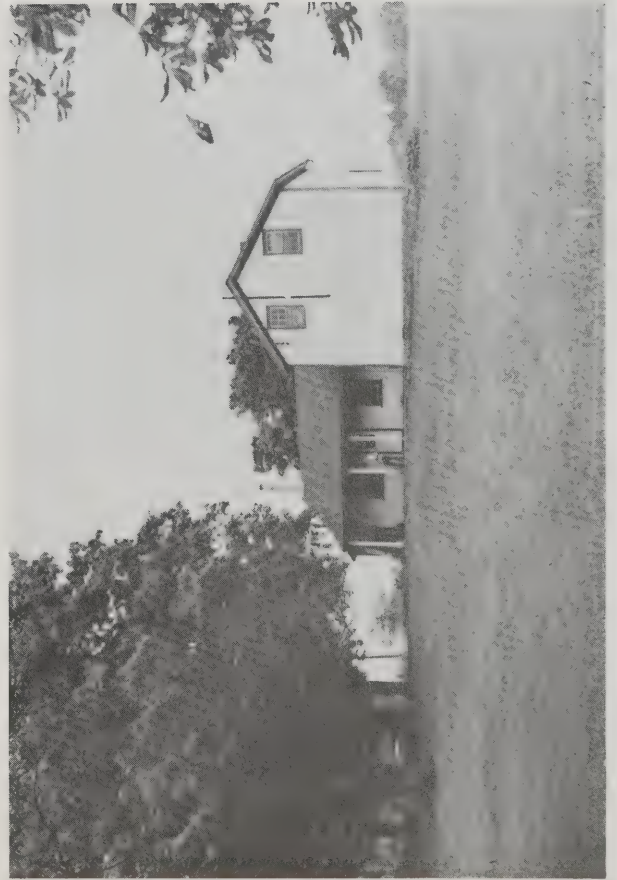


45





46



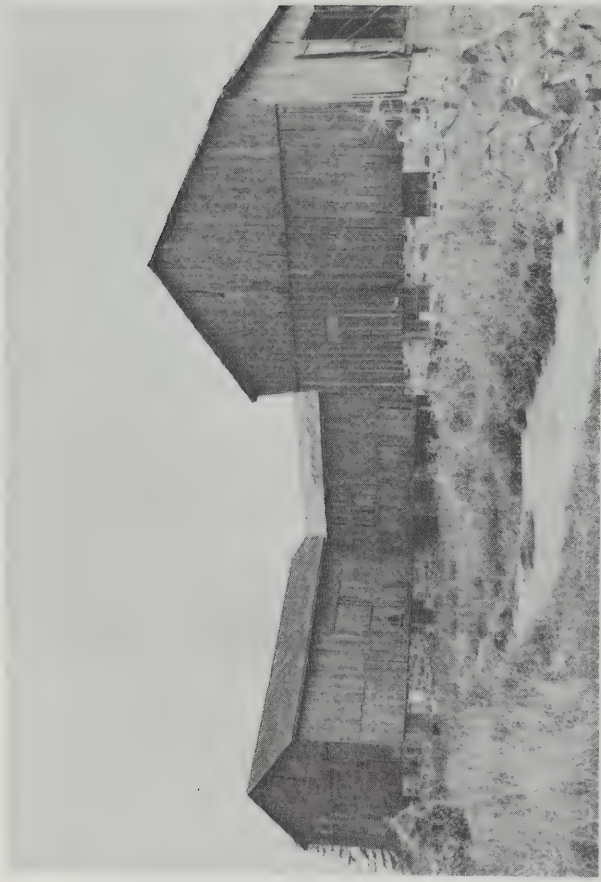
47



46



47



48



48



47



48



48



49



48



48



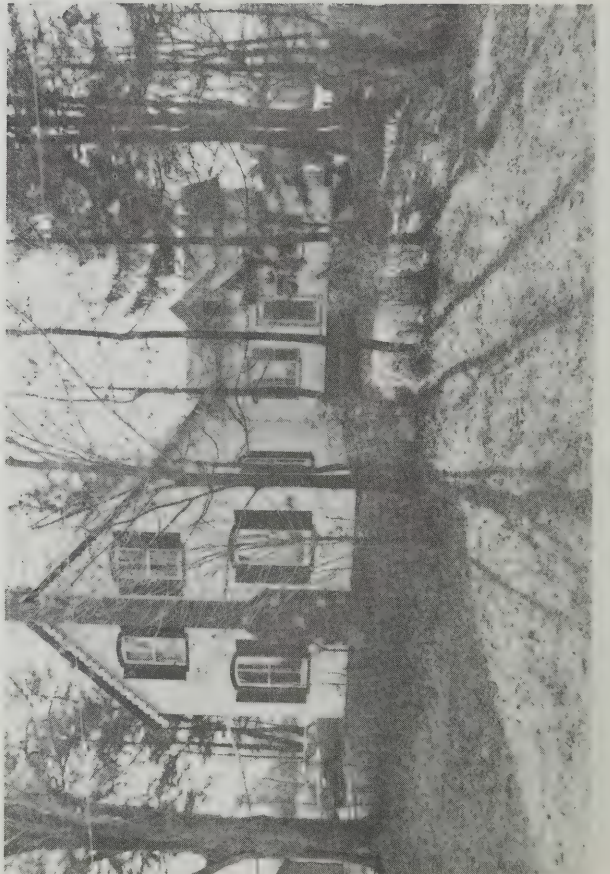
50



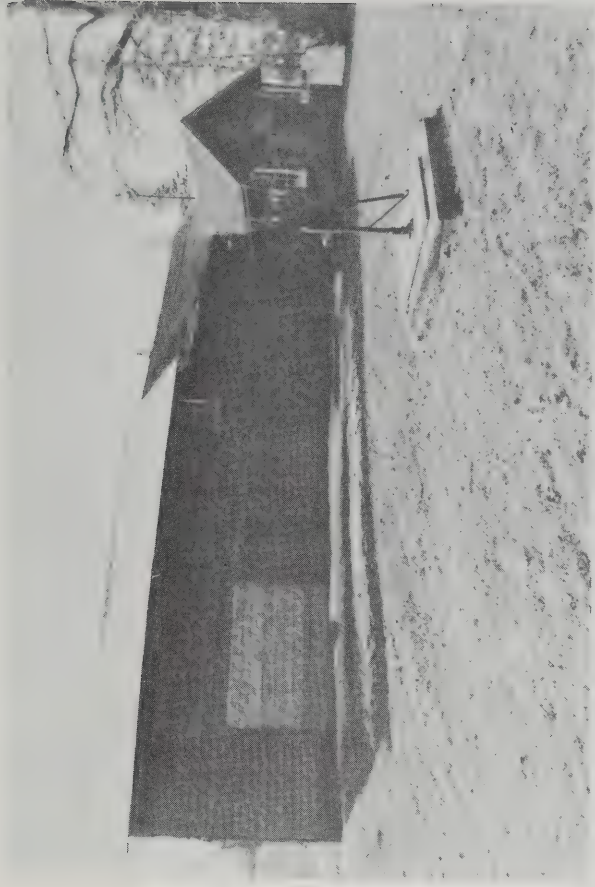
51



50



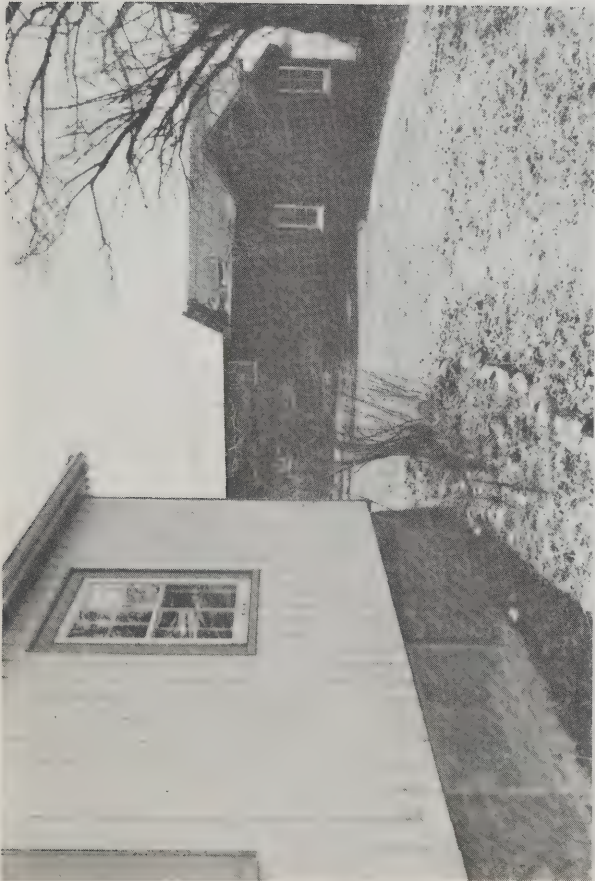
51



52



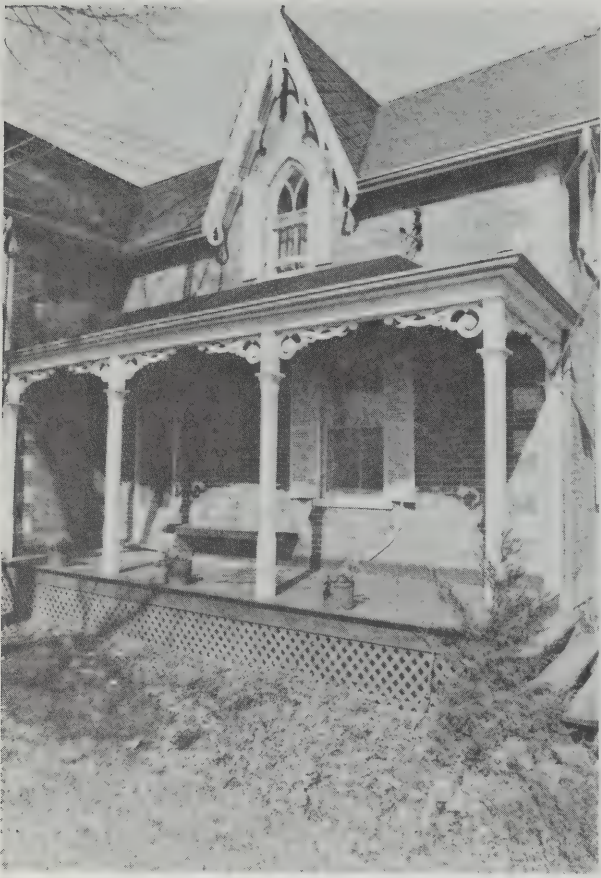
52



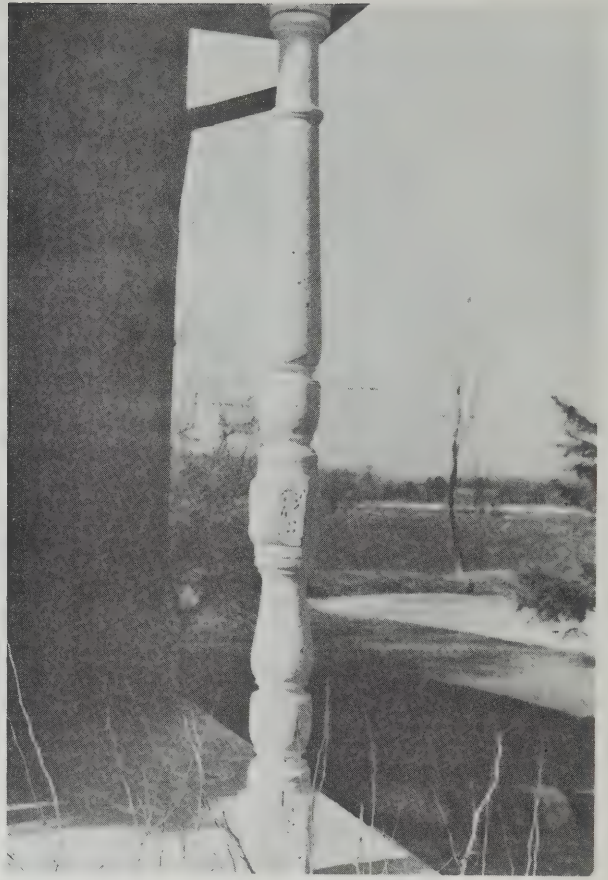
52



52



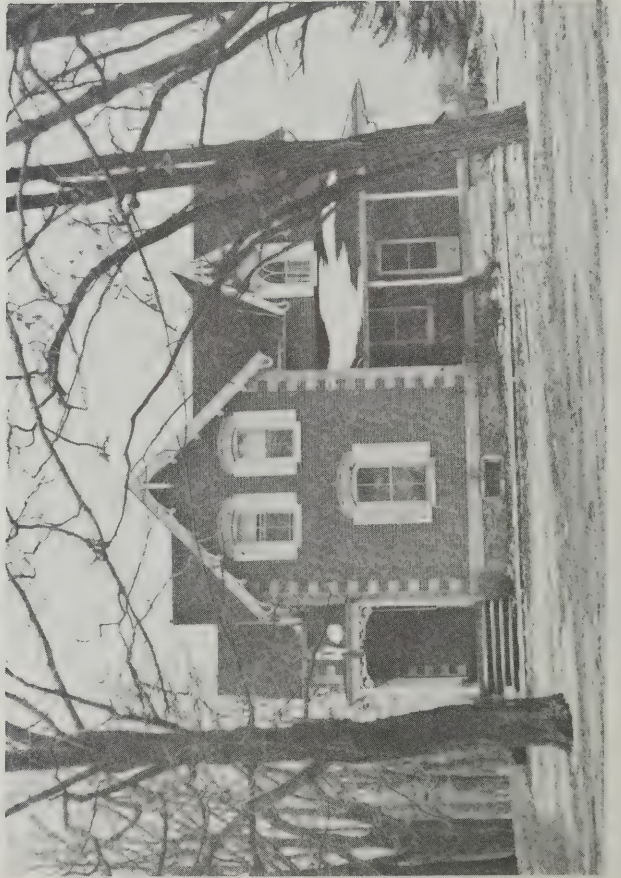
53



53



53



53



55



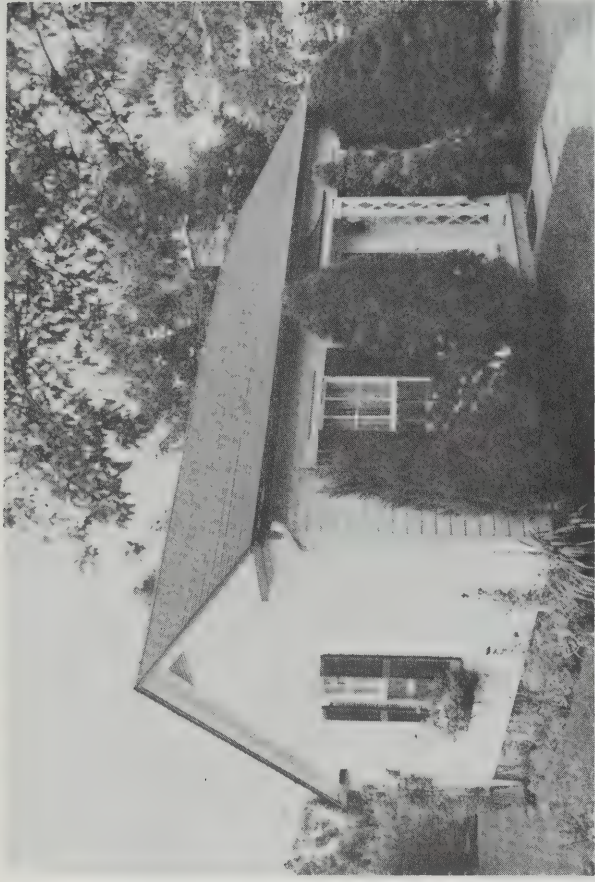
56



54



55



58



58



57



58

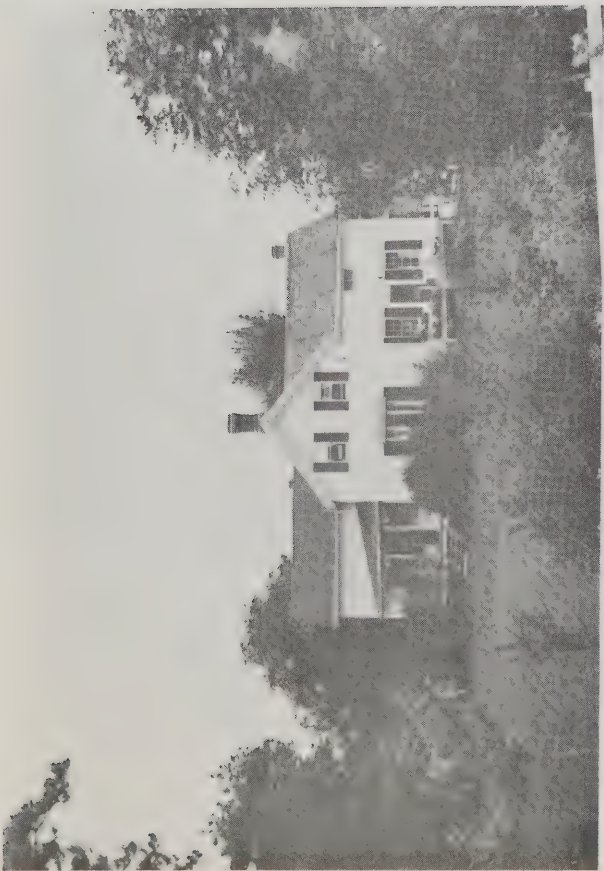




59



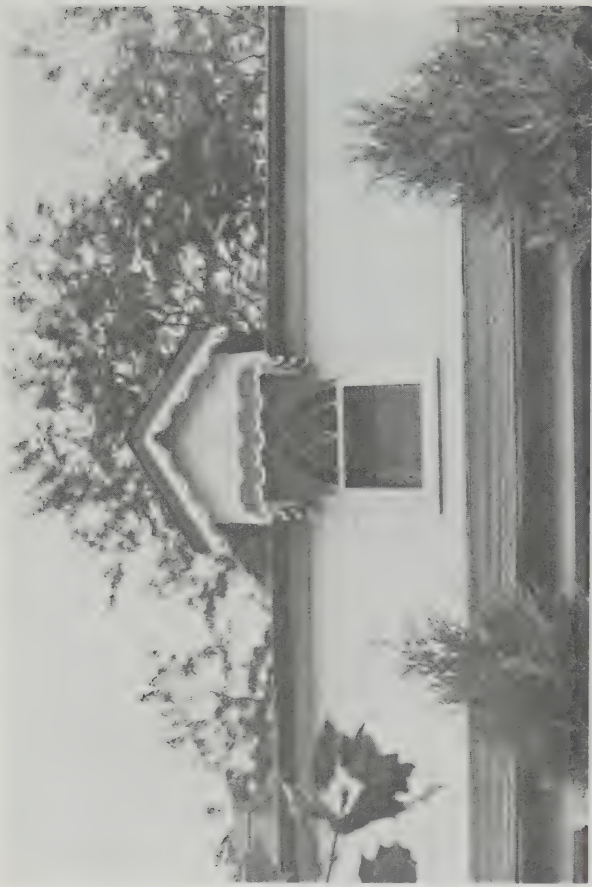
60



59



59



60



61



60



61



62



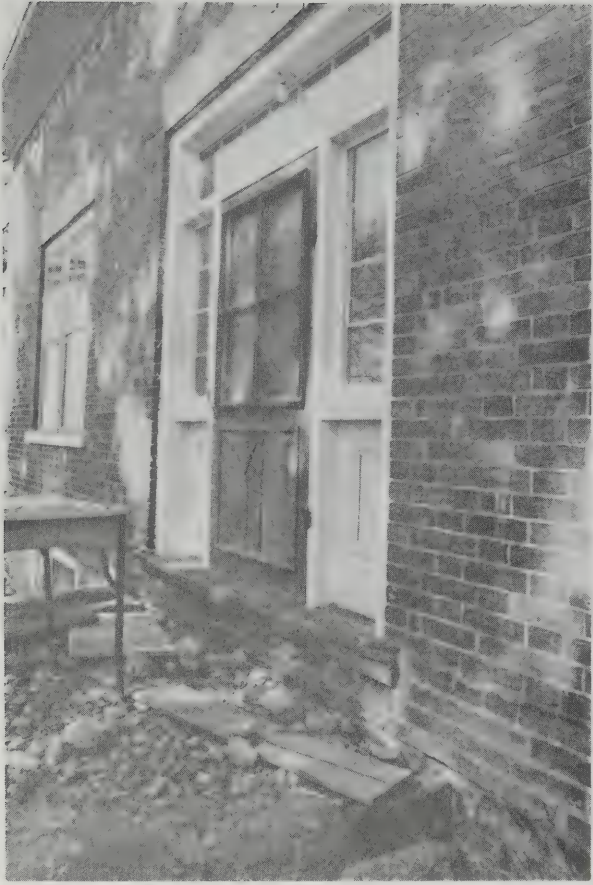
63



63



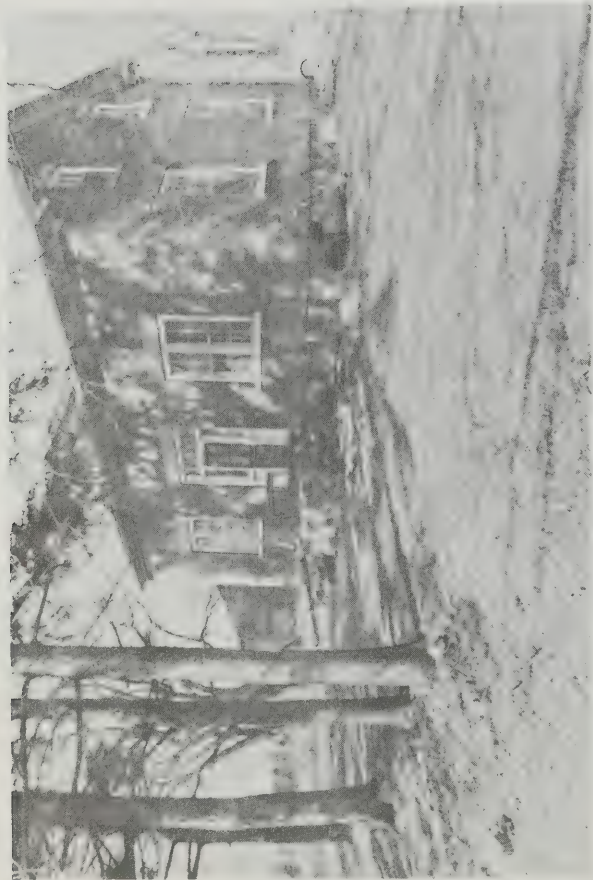
64



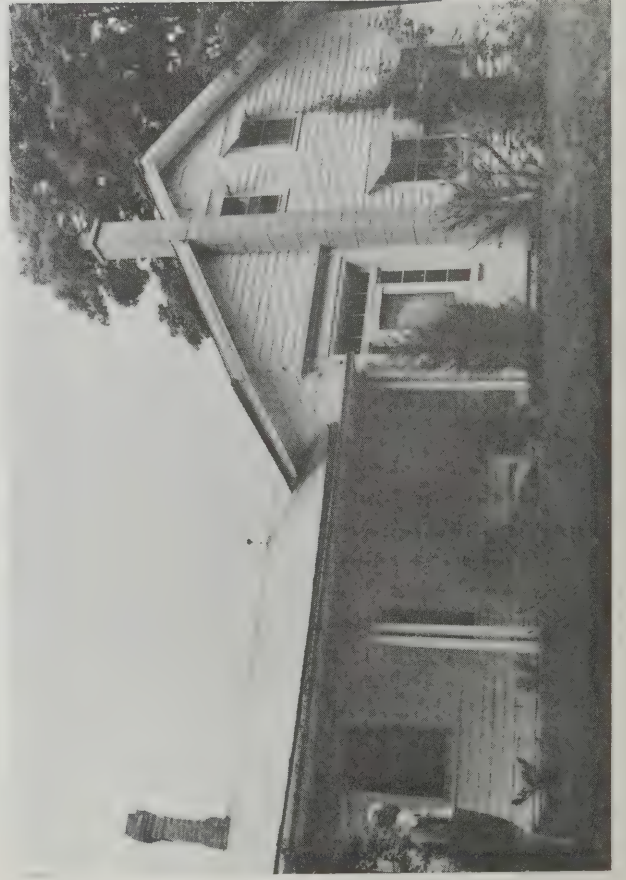
64



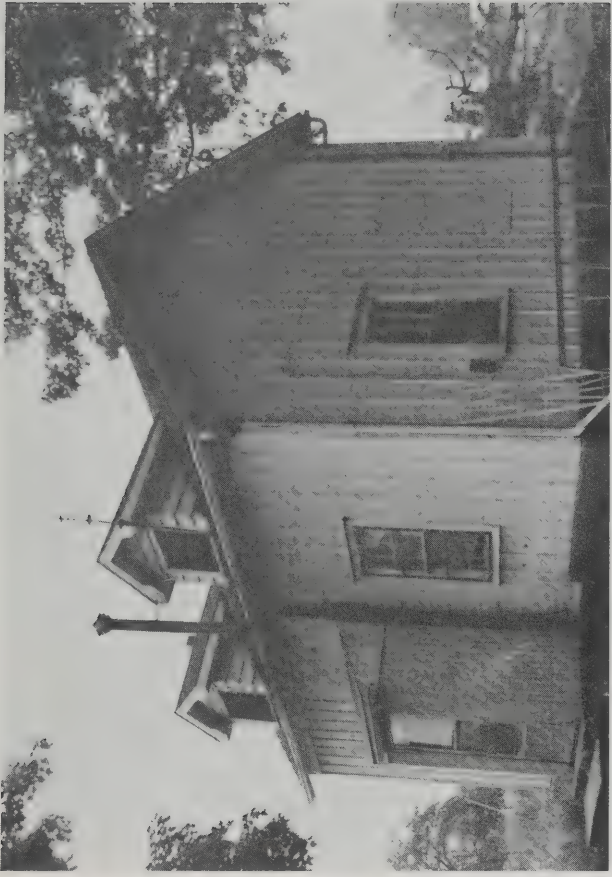
65



64



65



66



66



65



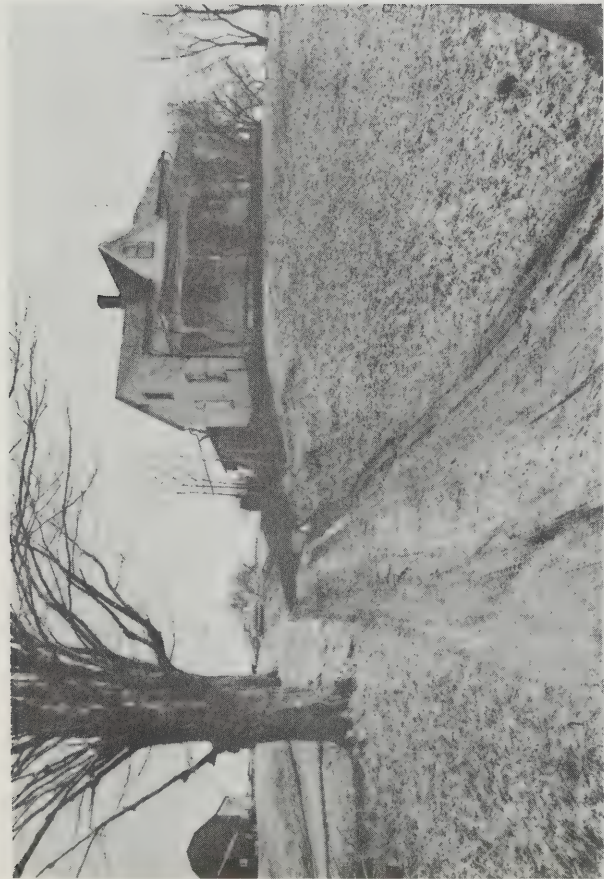
66



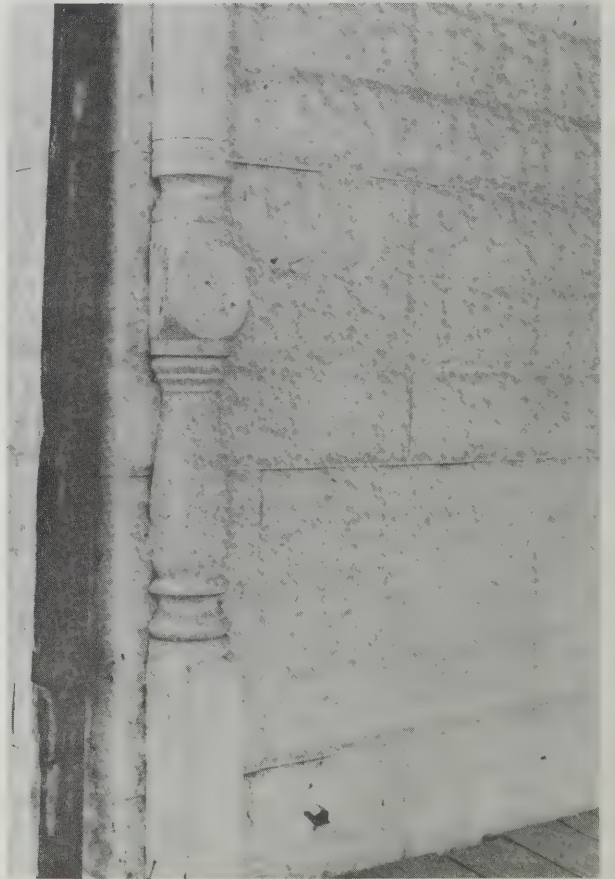
67



68



67



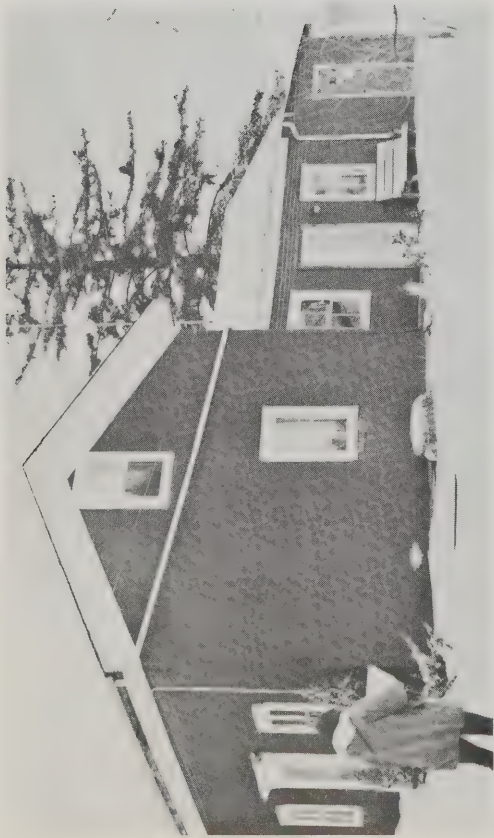
67



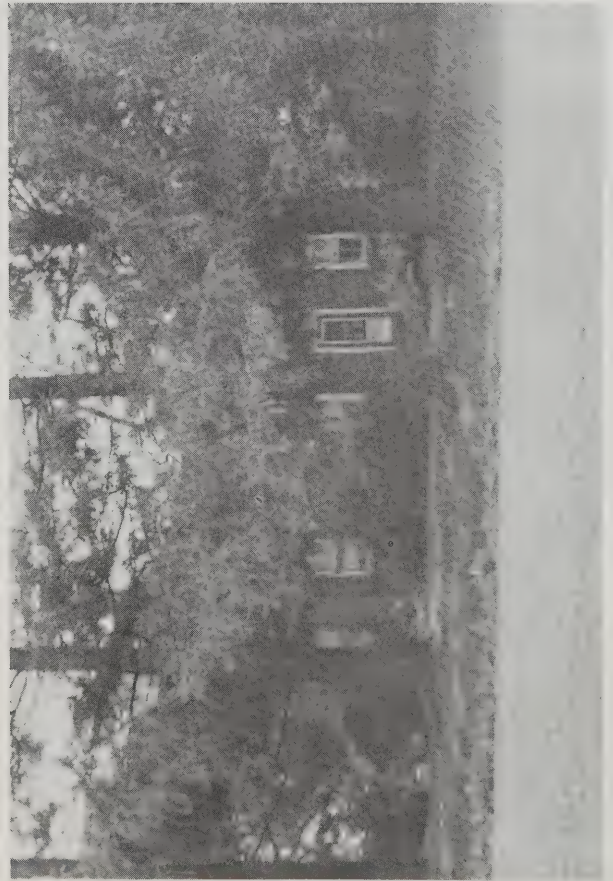
68



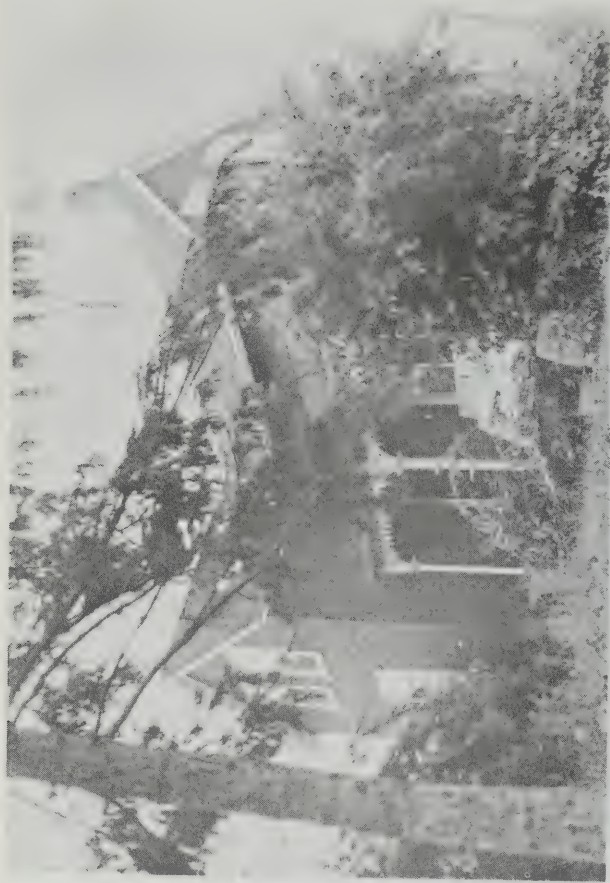
69



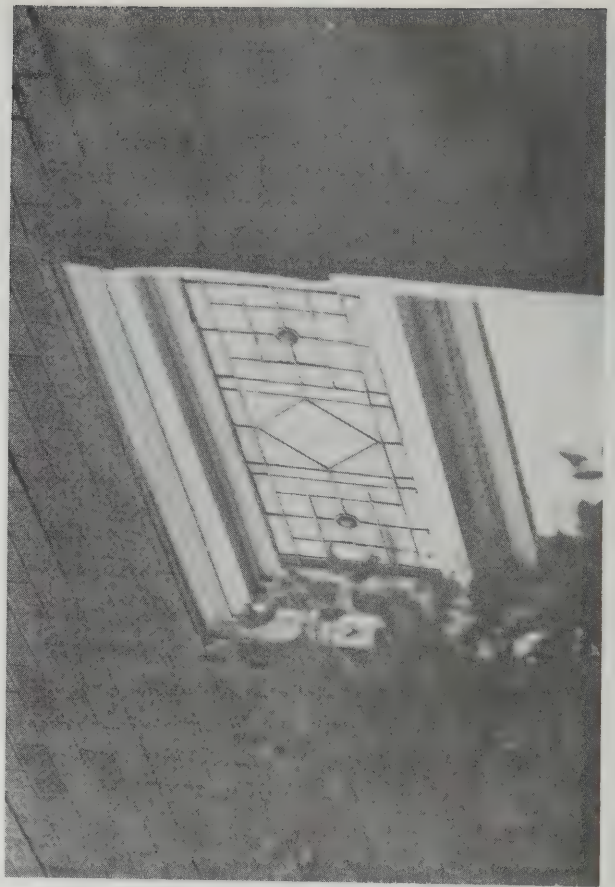
68



69



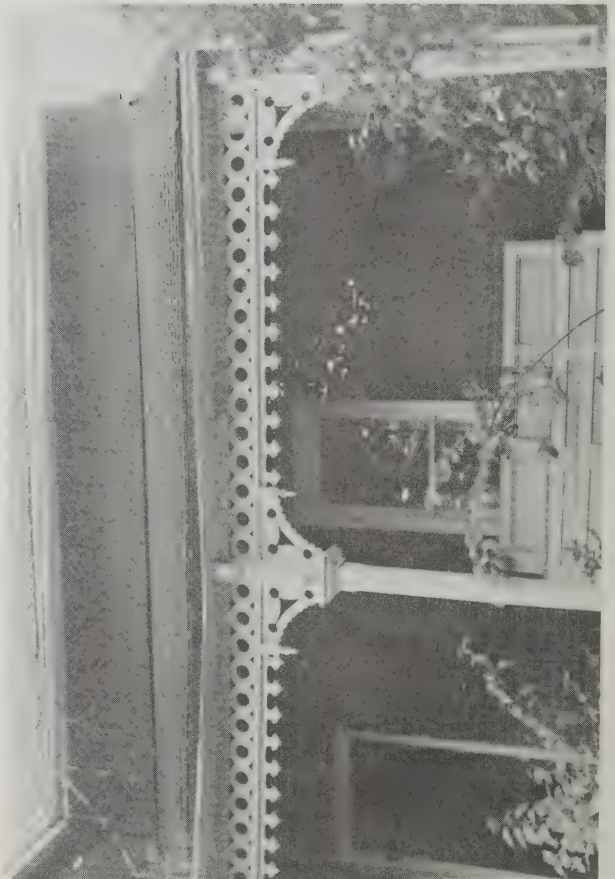
70



70

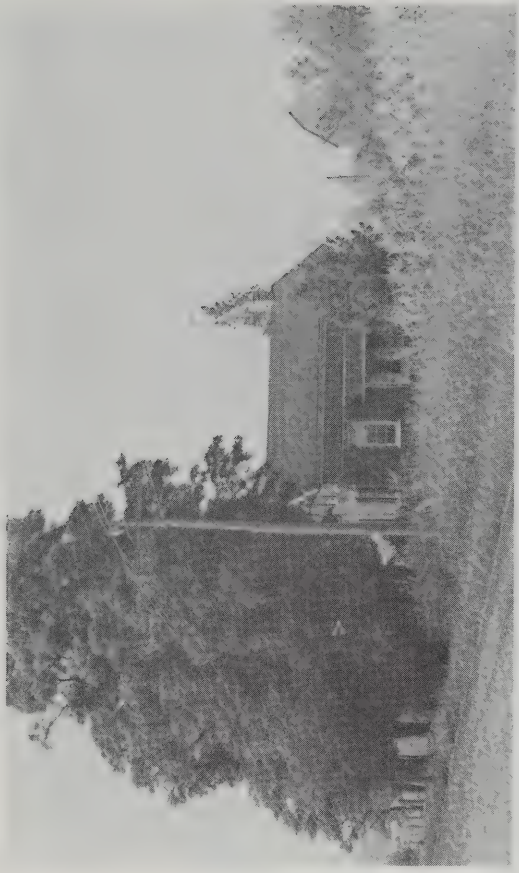


69

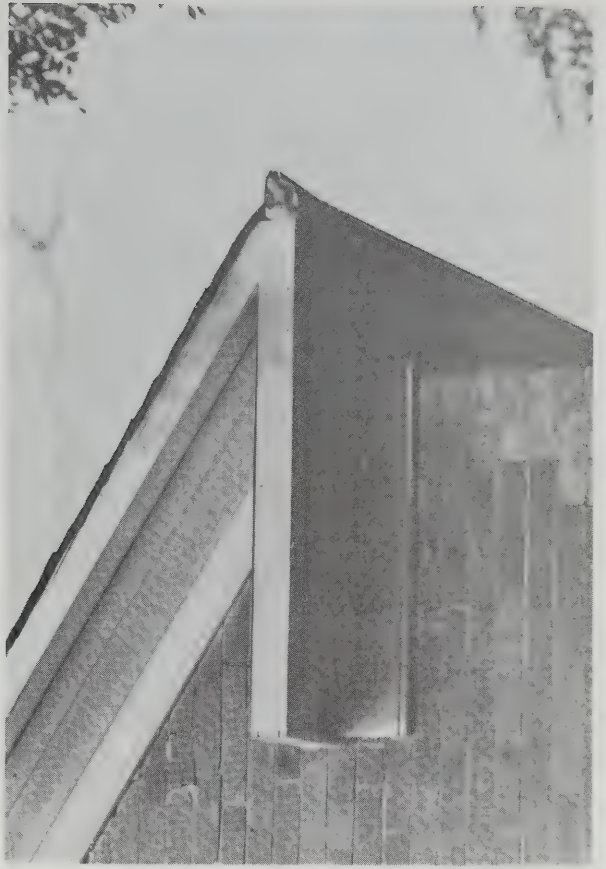


70

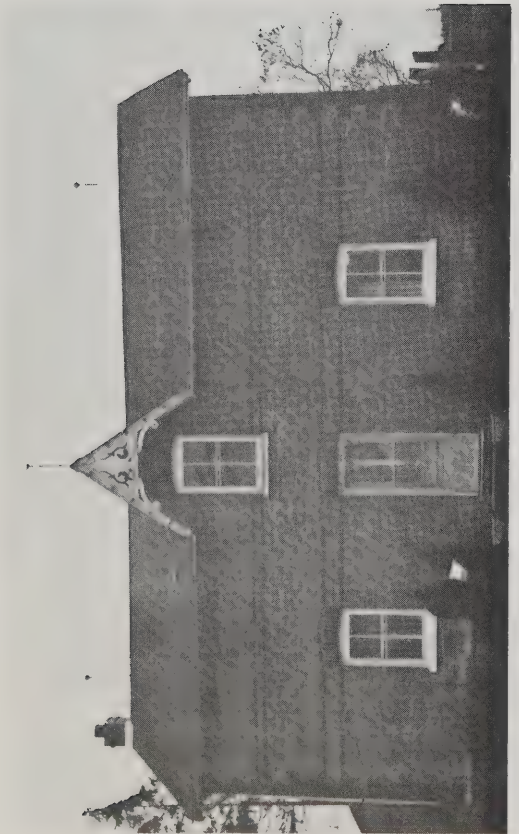




72



72



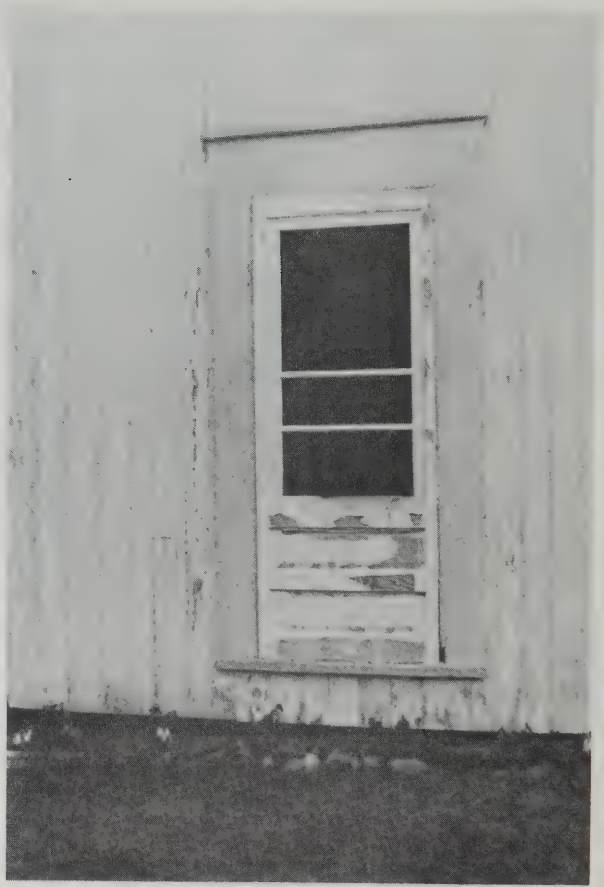
71



72



73



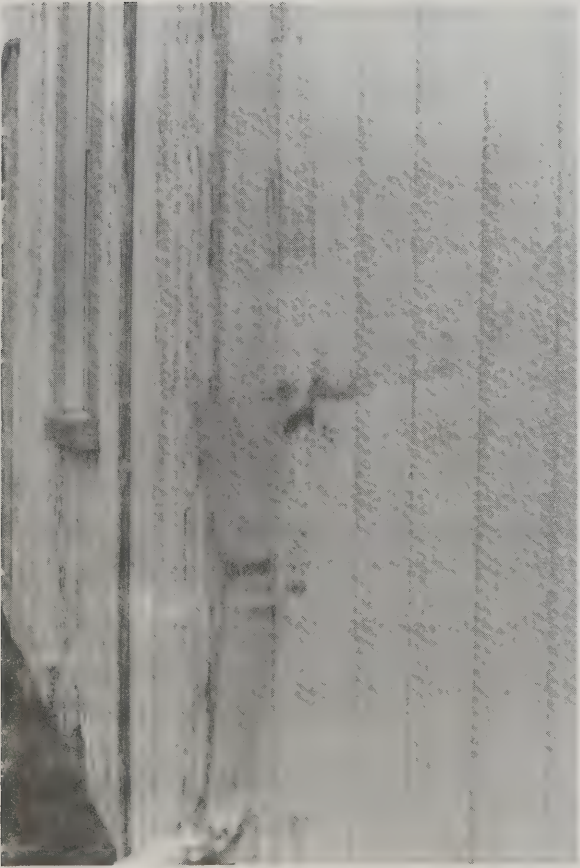
73



72



73



73



74



74



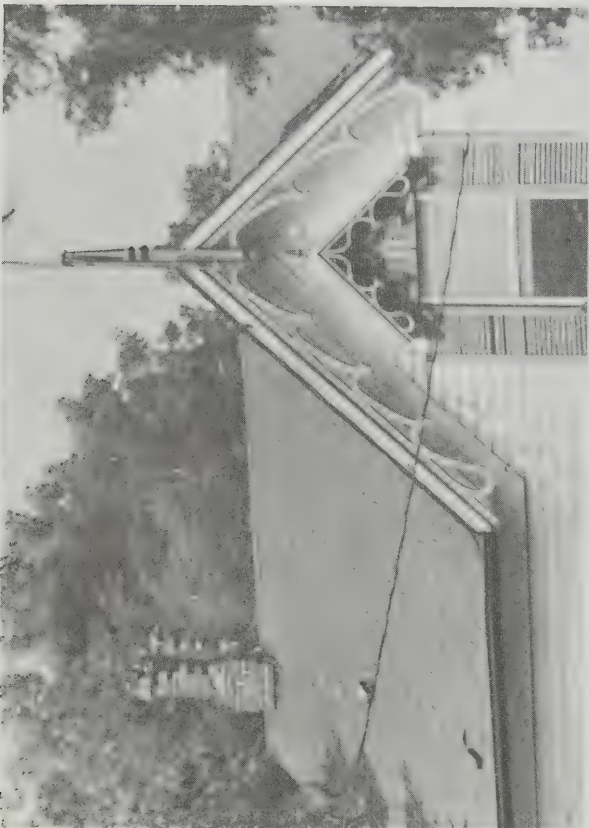
75



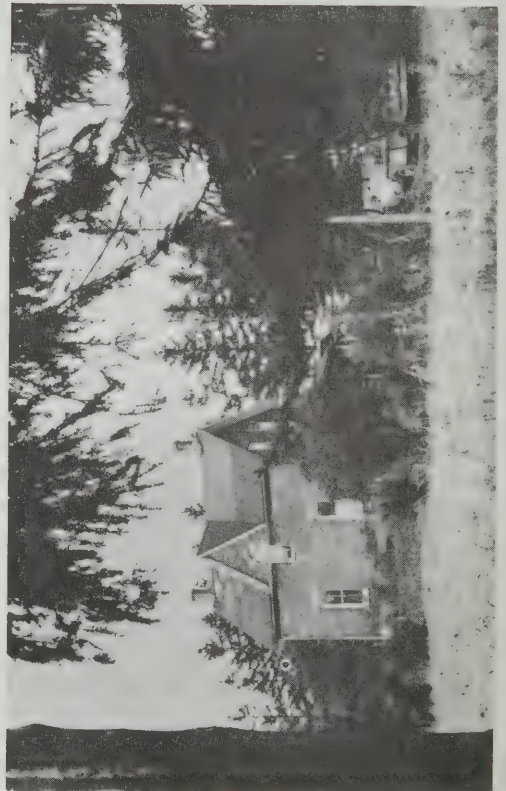
76



77



75



76



78



Brougham Context



77

BROUGHAM



Brougham Context



Brougham Context



Brougham Context



Brougham Context



79



79



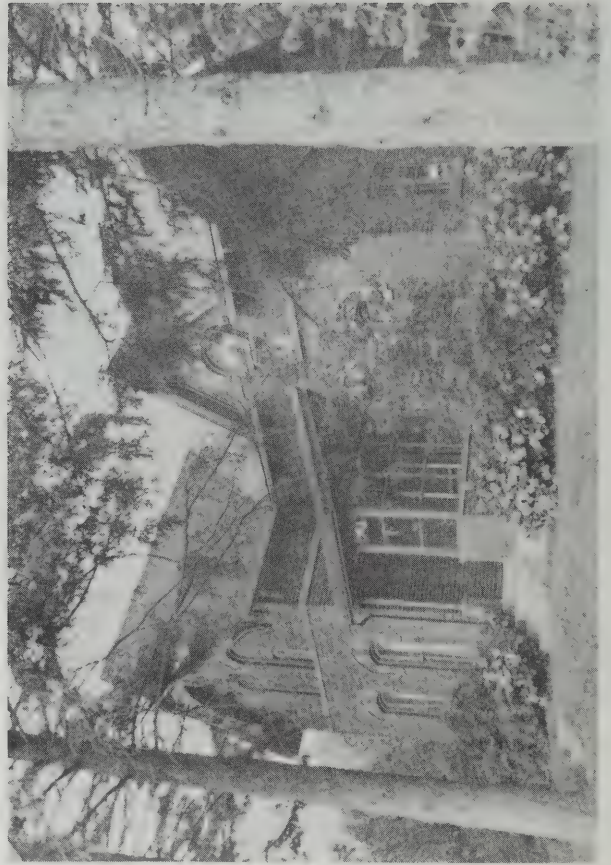
79



79



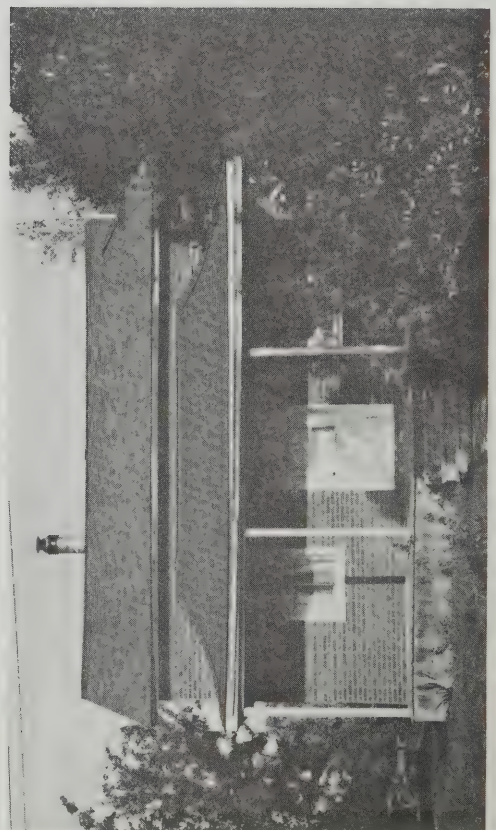
80



81

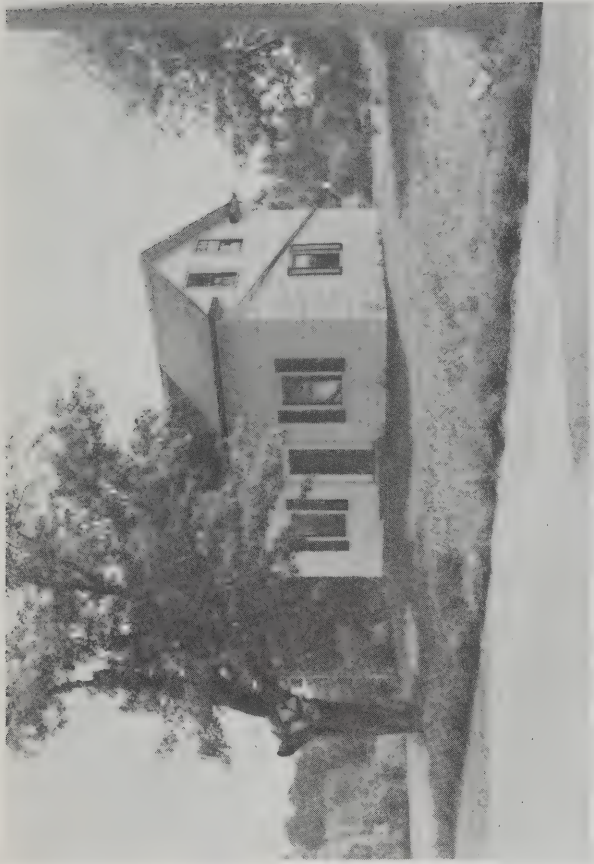


79



80





82



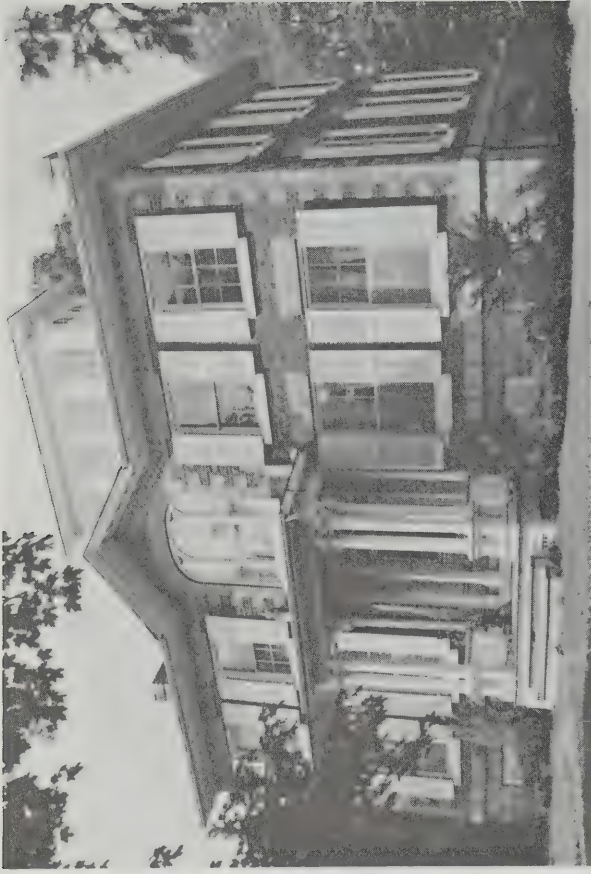
83



81



83



84



84



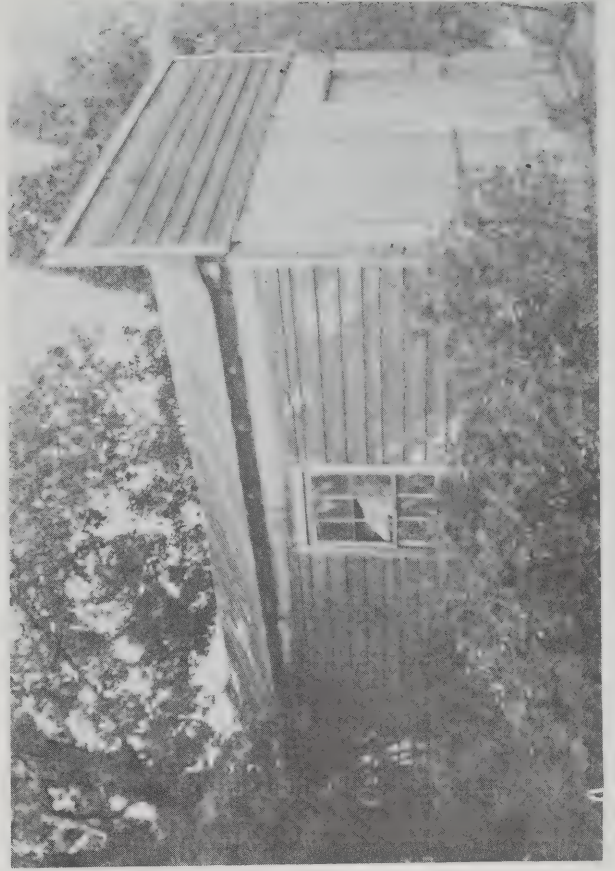
83



84



85



86



85



86



86



87



86



86



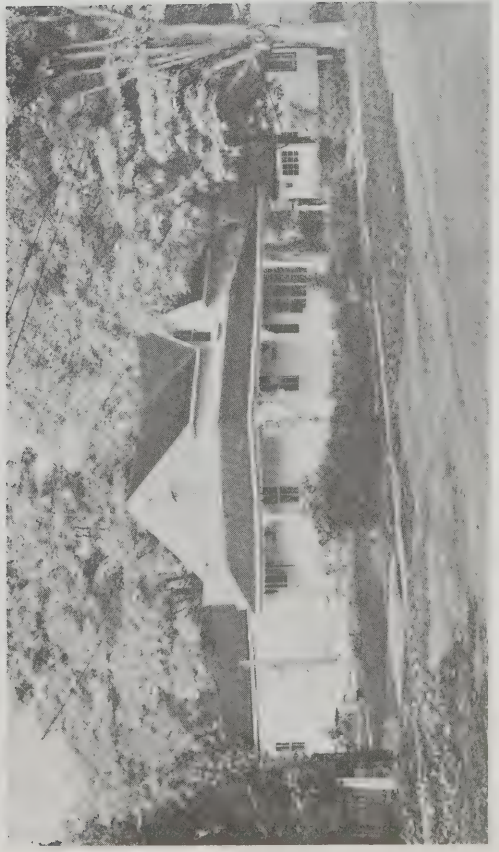
87



88



87



88



89



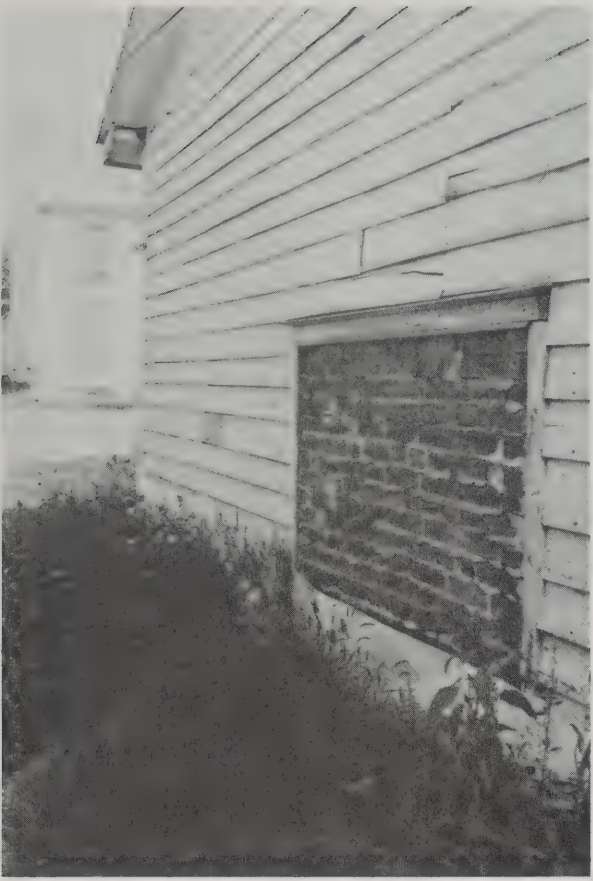
90



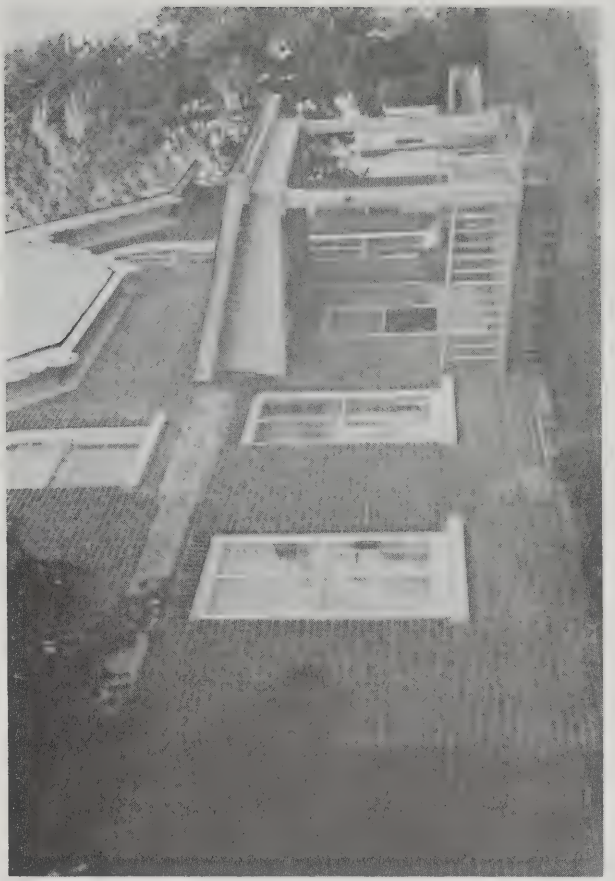
88



90



90



91



90



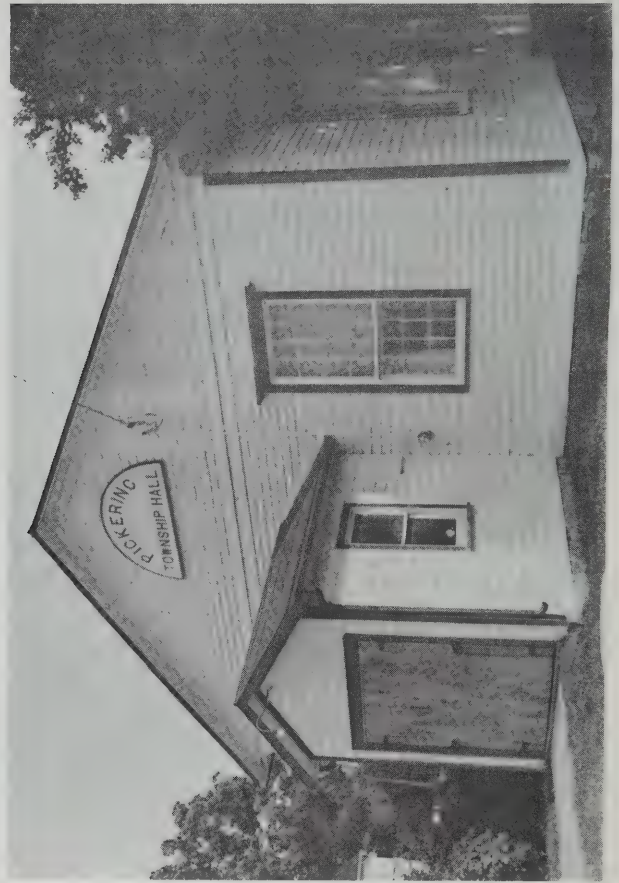
91



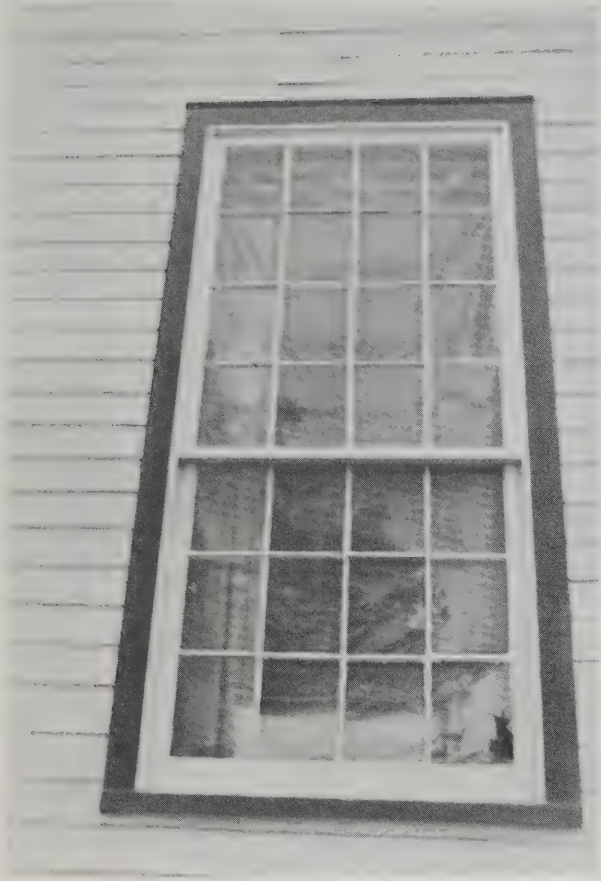
92



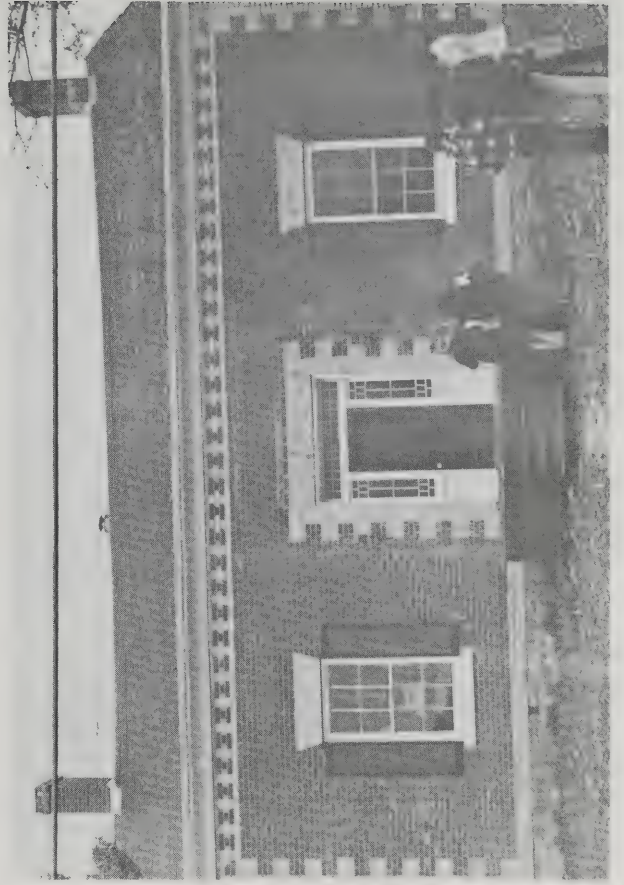
92



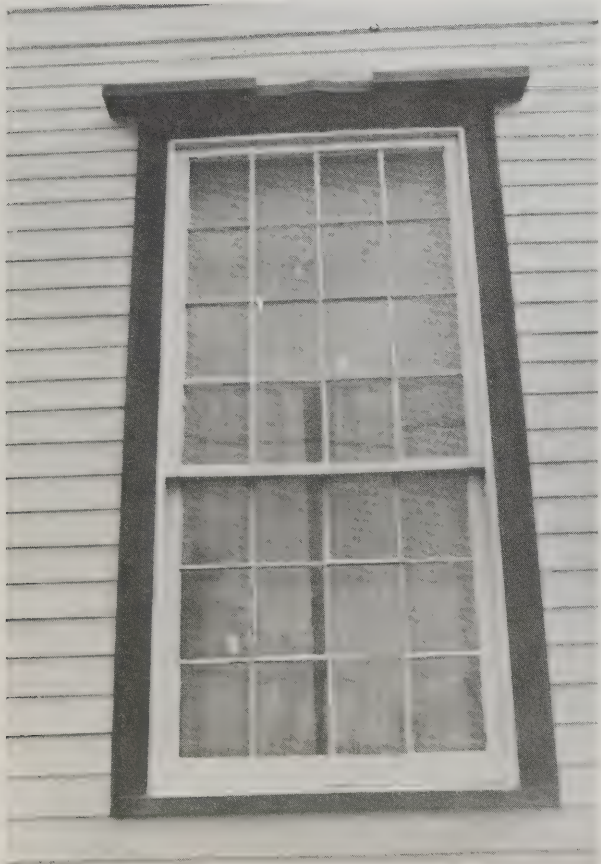




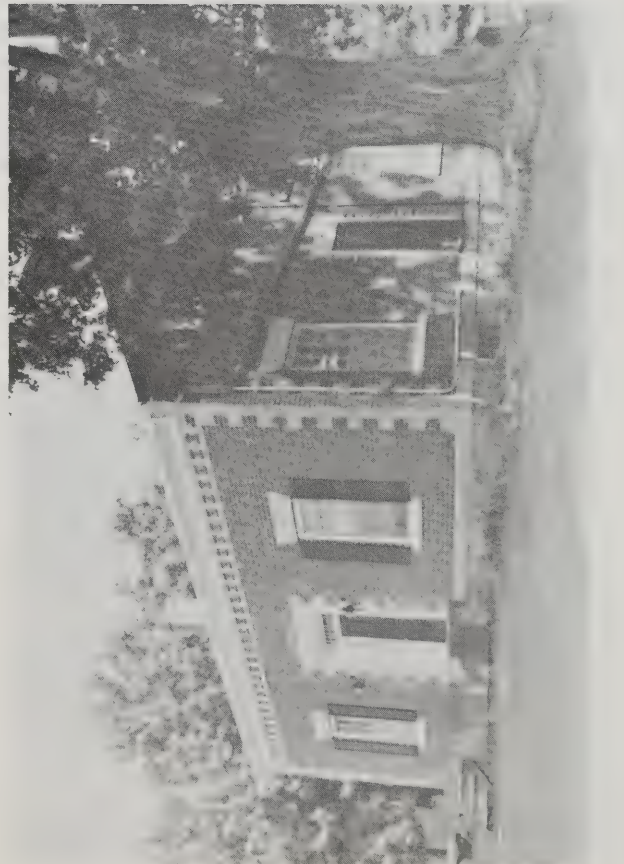
93



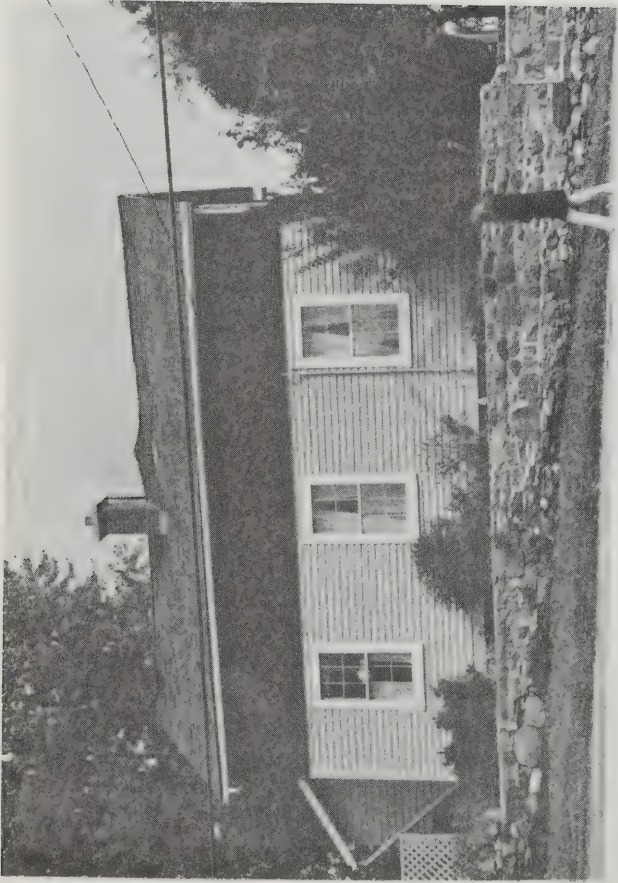
94



93



94



95

END OF BROUGHAM



96



97



98



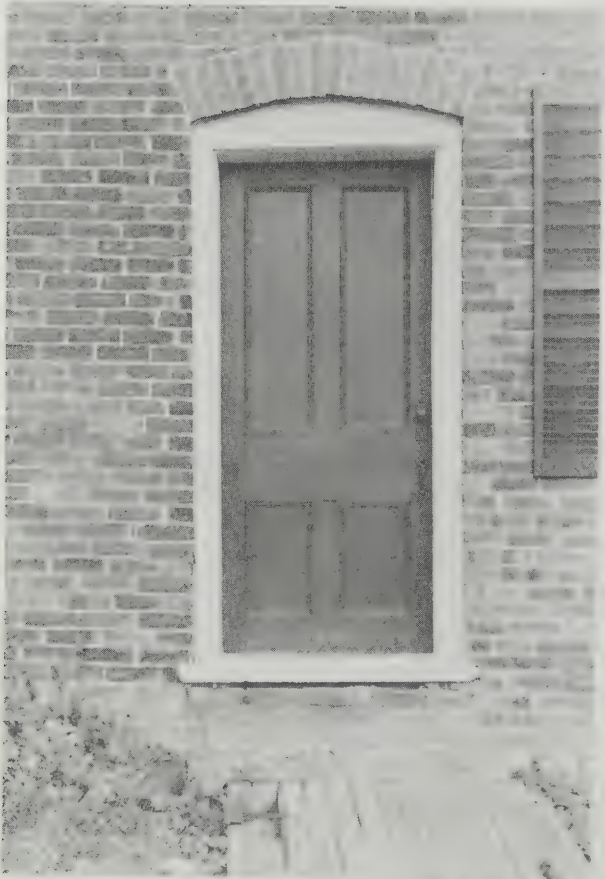
99



100



101



99



100



101



102



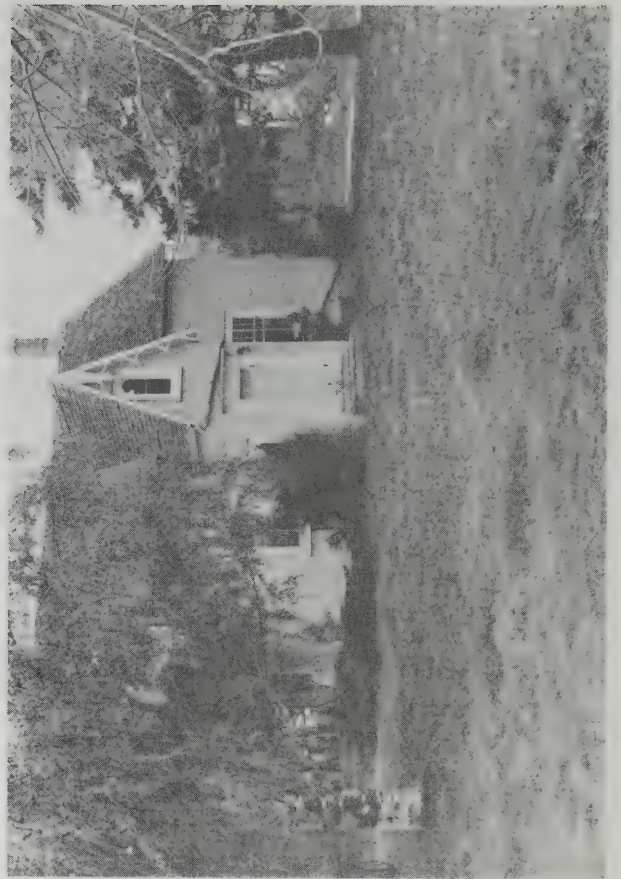
102



103



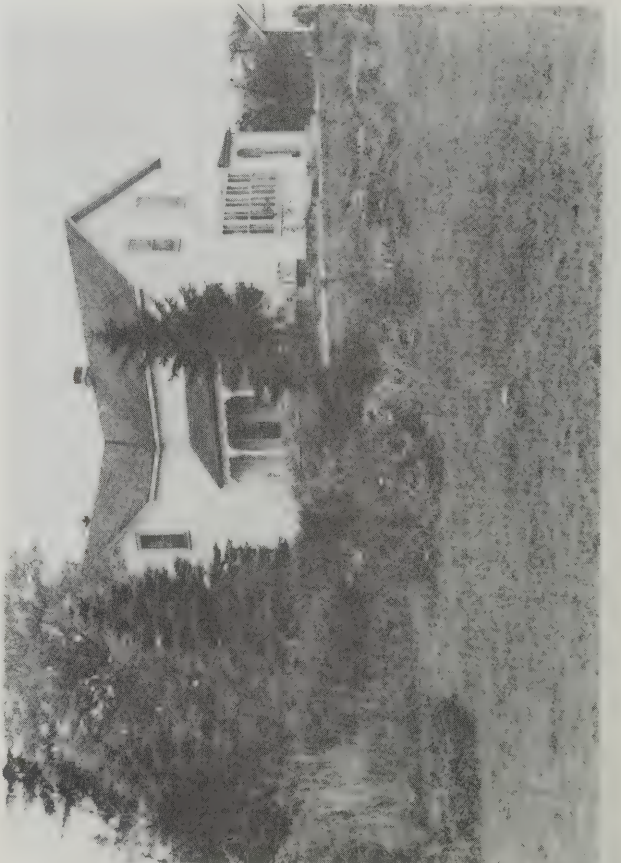
105



107



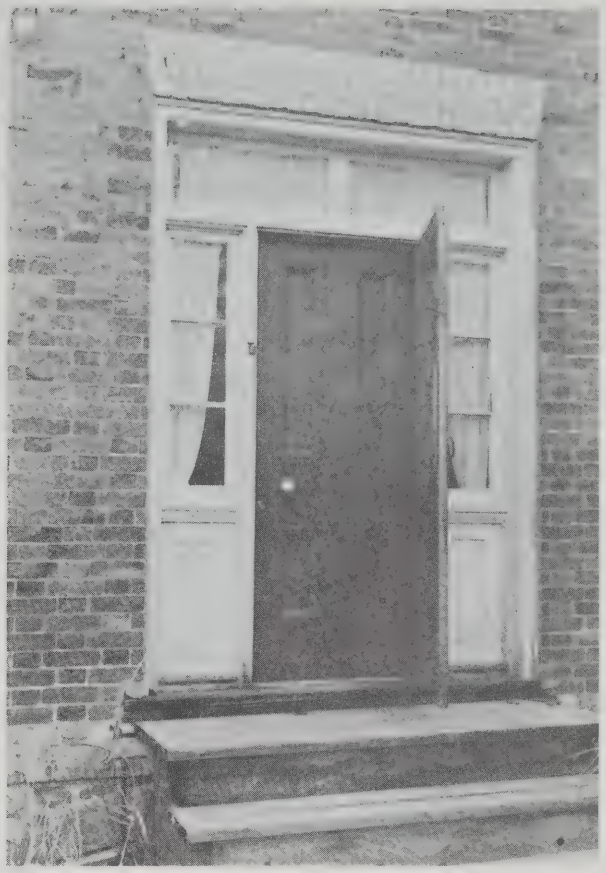
104



106



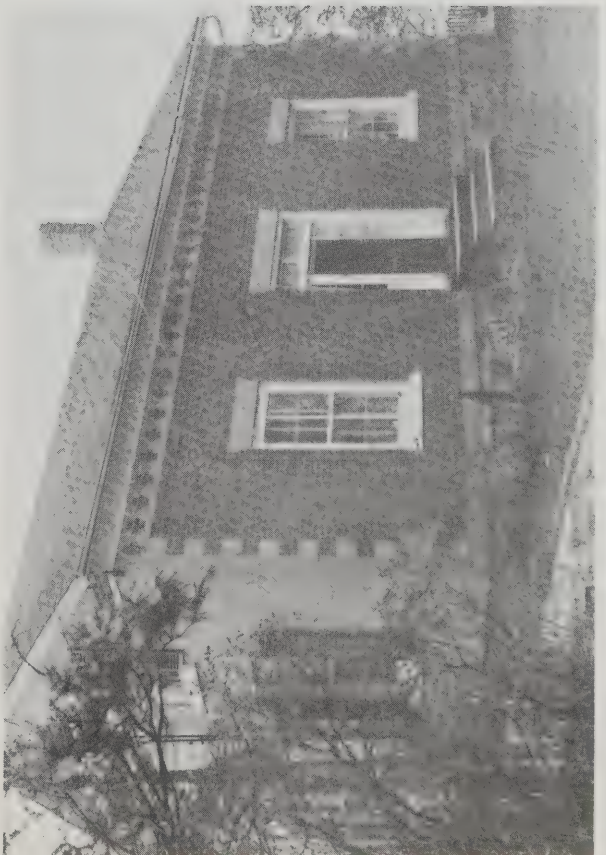
107



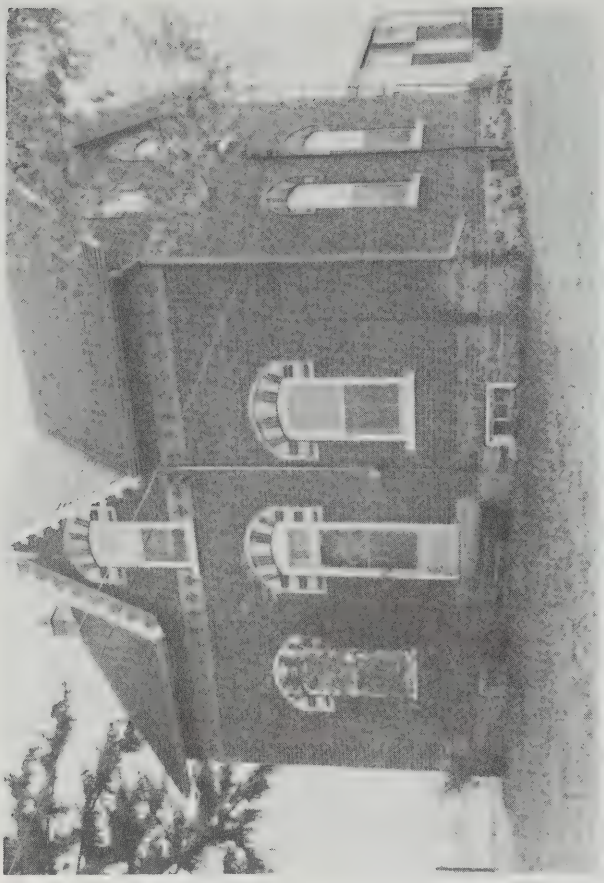
108



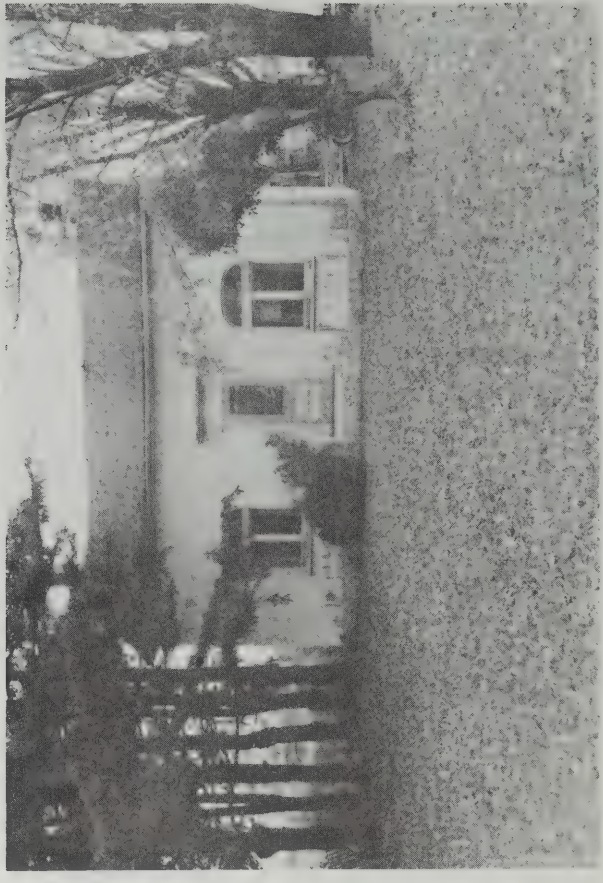
107



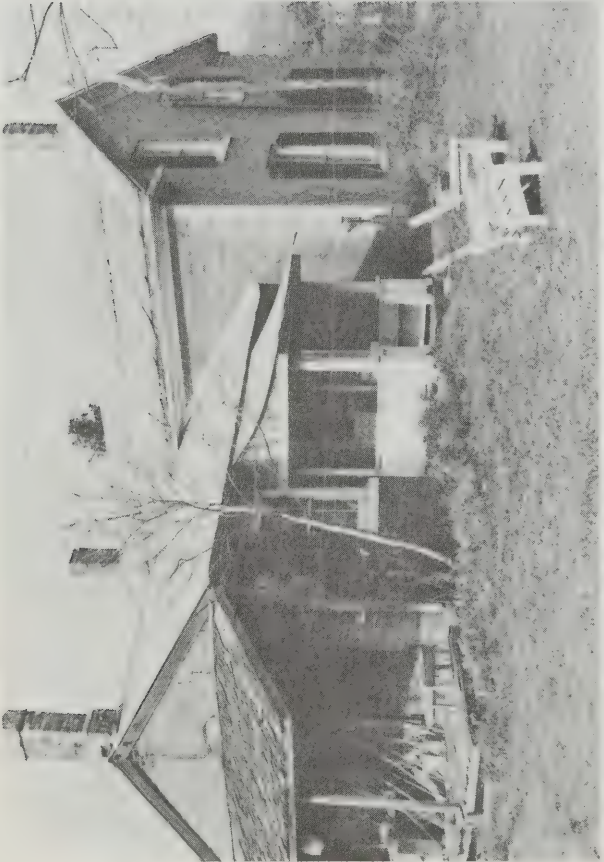
108



109



111

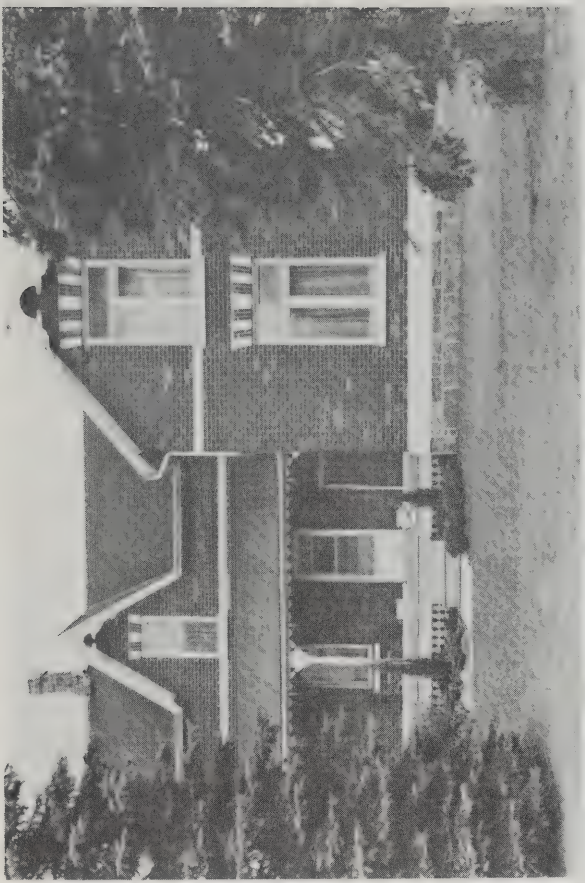


108

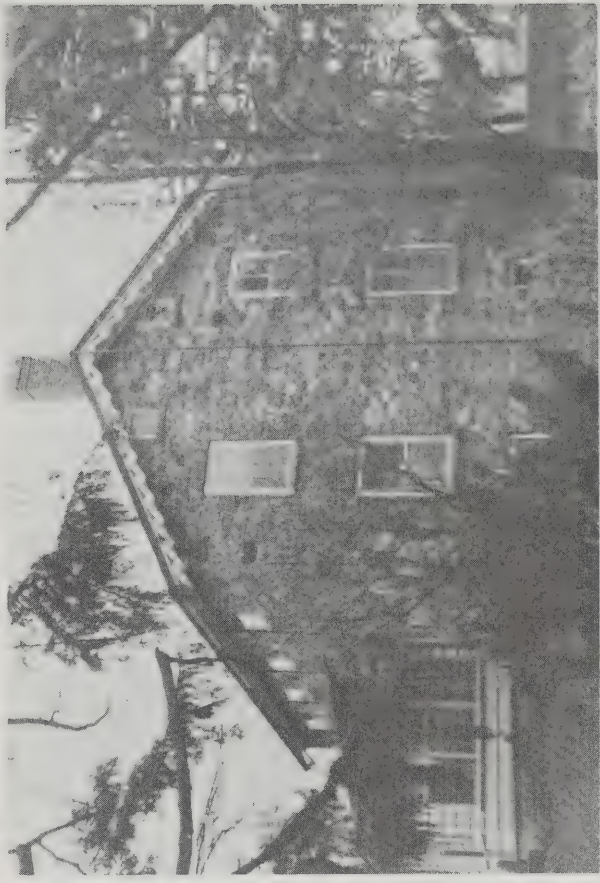


110





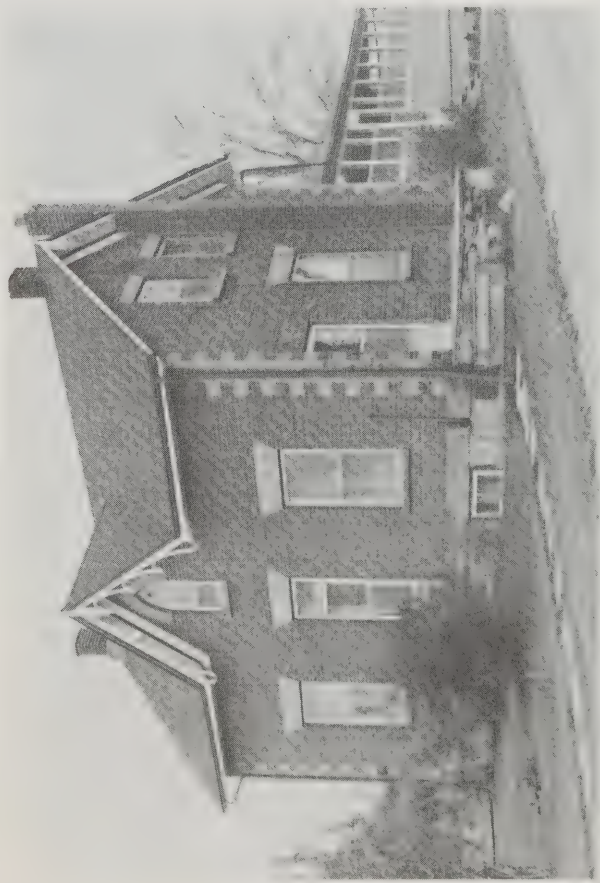
112



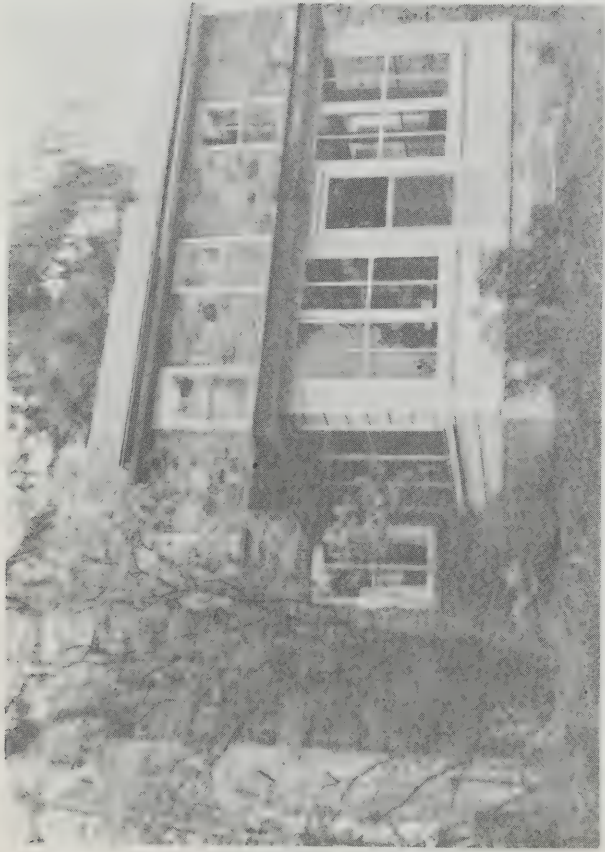
114



111



113



114



115



115



116



117



119



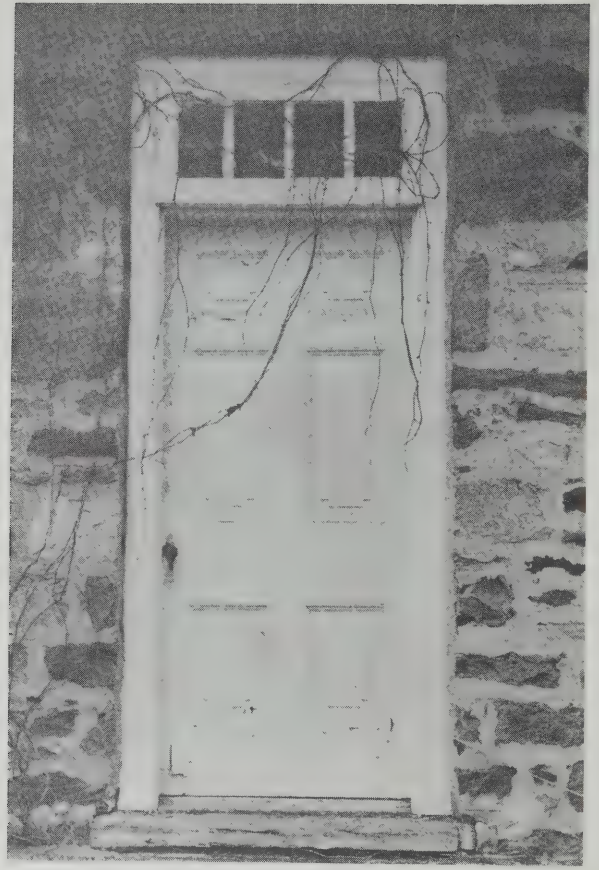
116



118



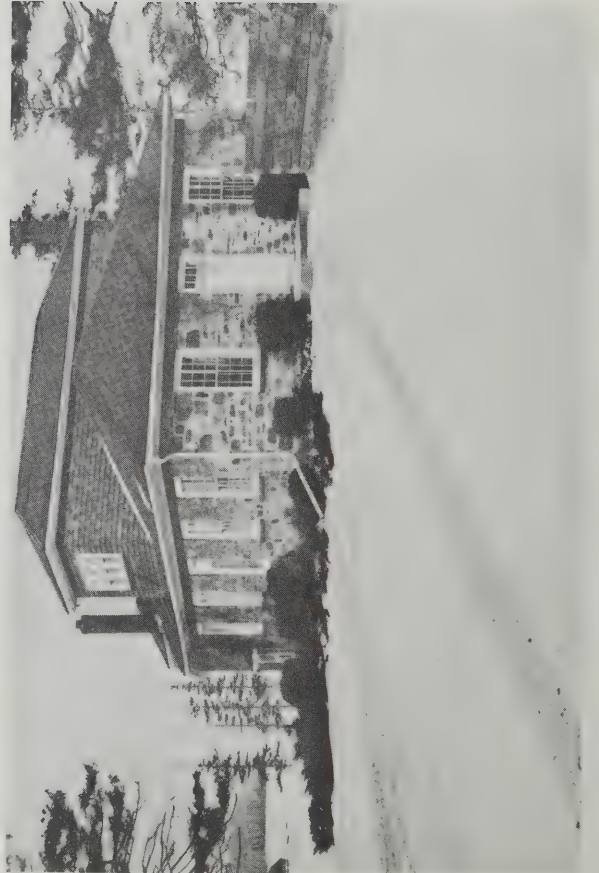
121



122



120



122



# LOCUST HILL



Locust Hill Context



Locust Hill Context



124



125



Locust Hill Context



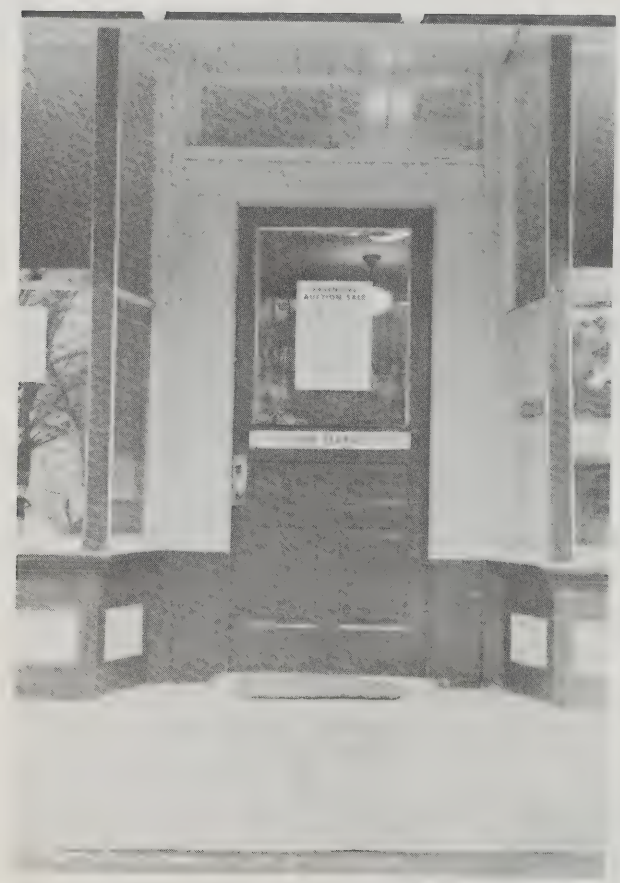
125



126



127



127



128



128



129



130

END OF LOCUST HILL





132



134



131



133





# WHITEVALE

135



Whitevale looking west on Main Street from Methodist Church



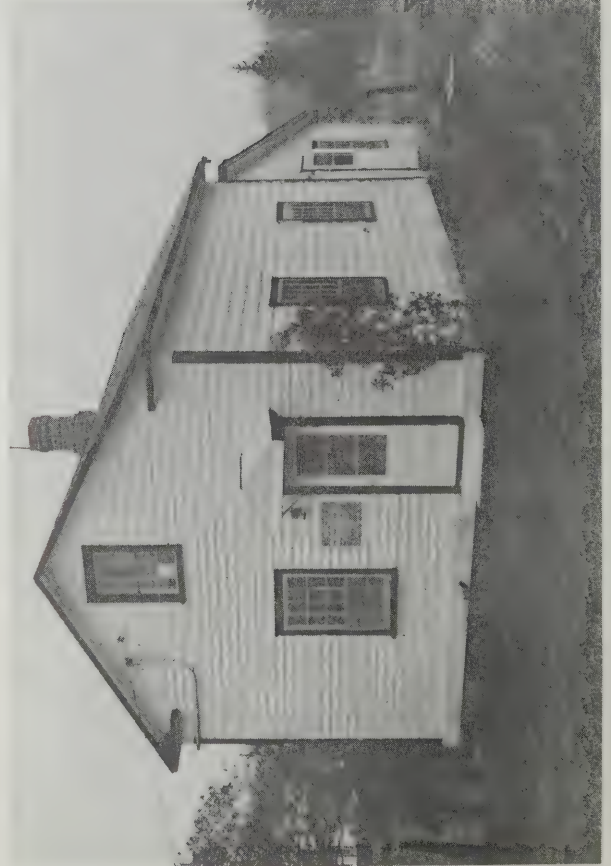
Whitevale looking east on Main Street from No. 161



Whitevale looking west on Churchwin Street



Whitevale looking west on Churchwin Street





137



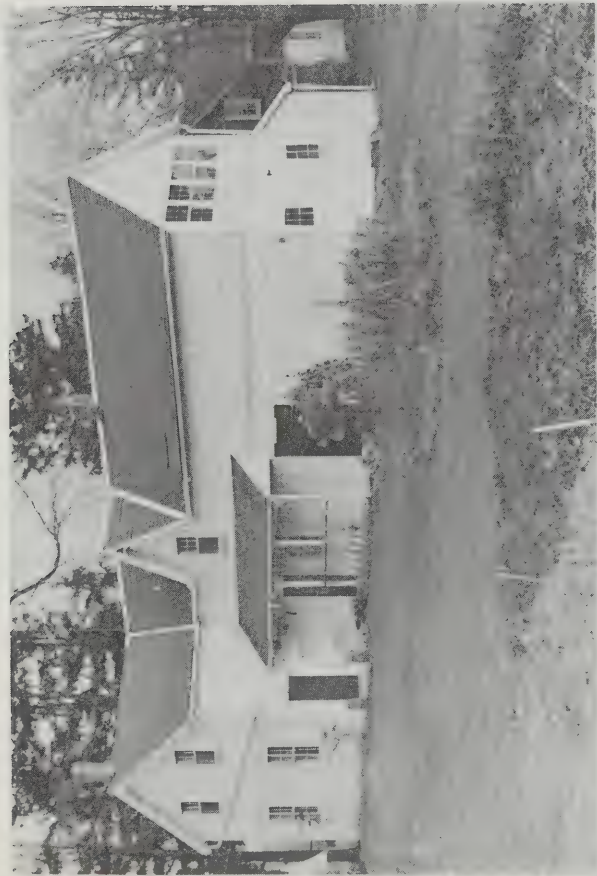
138



139



139



139



140



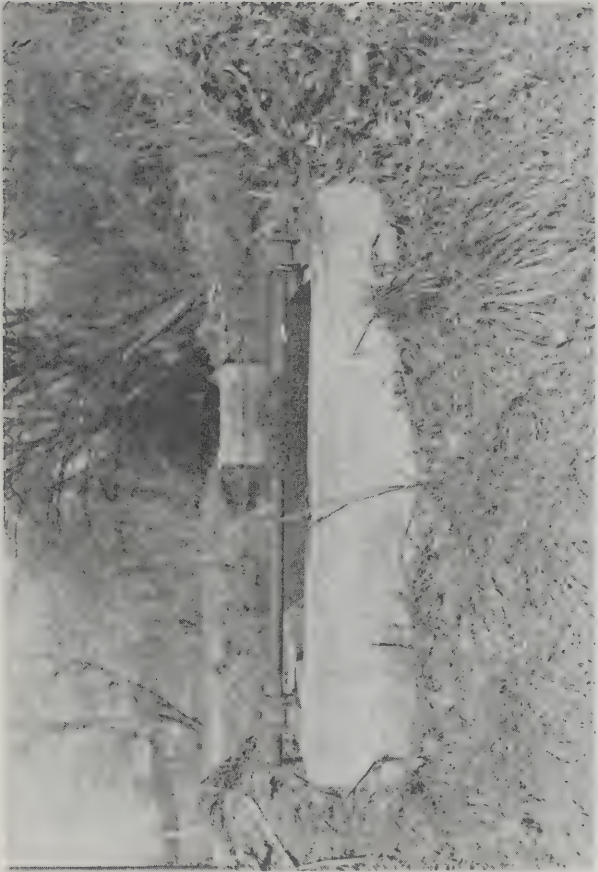
141



142



143



144



144



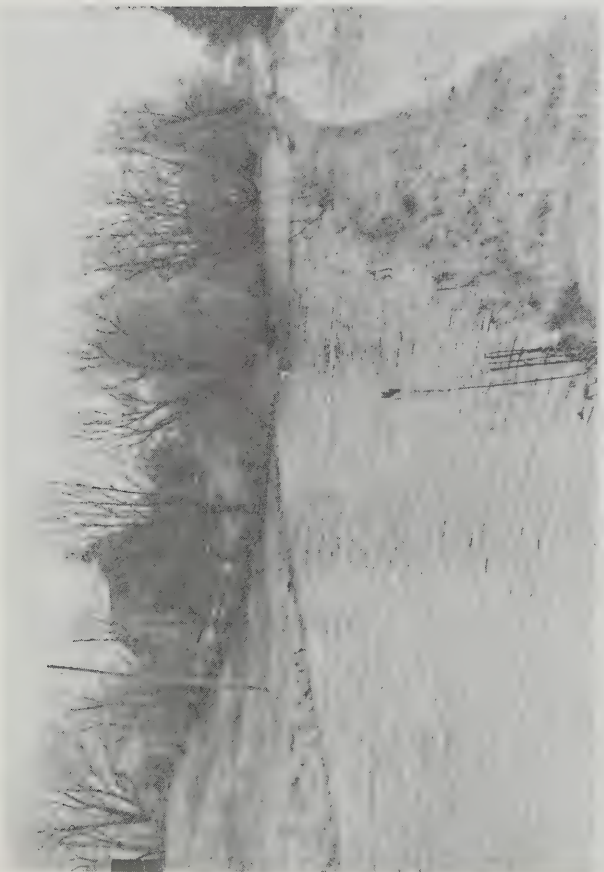
144



145



147



144



146





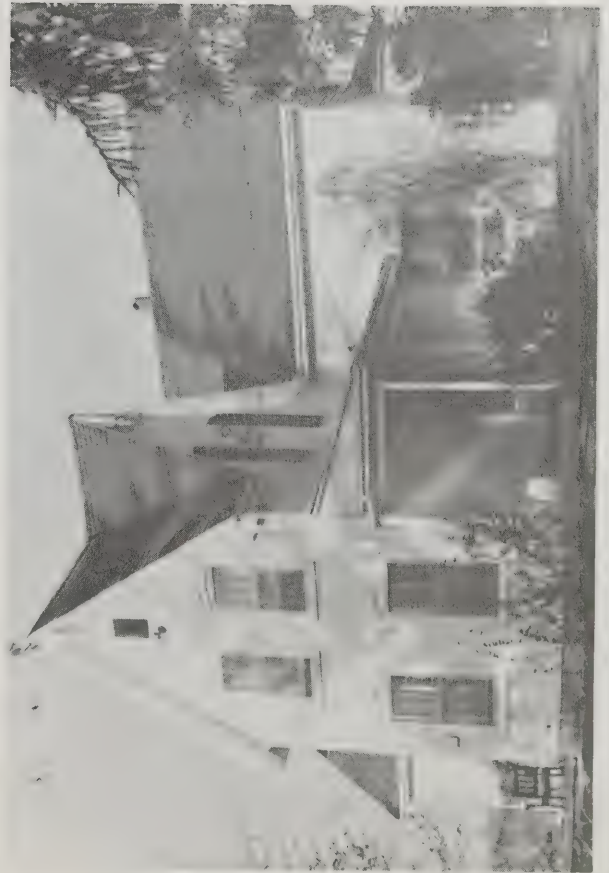
149



150



148



150



151



152



153



154



156



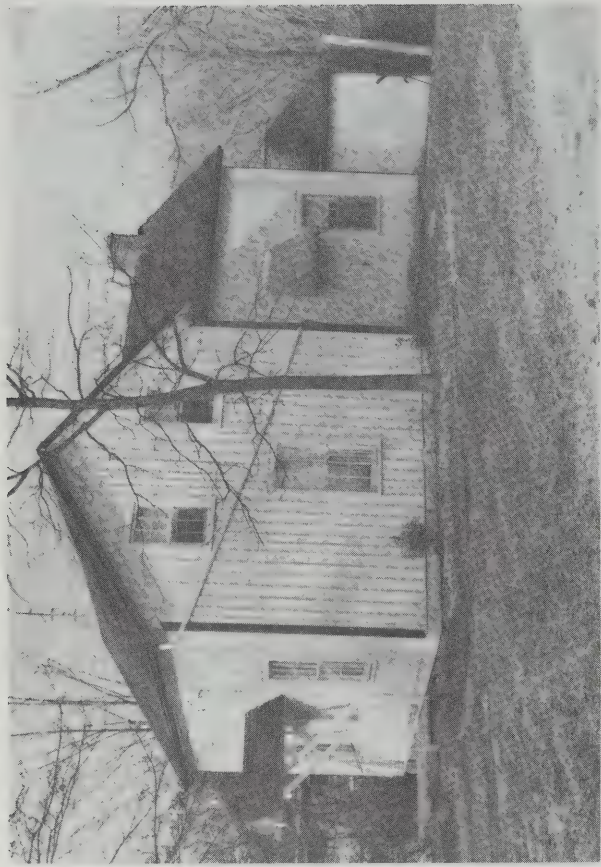
158



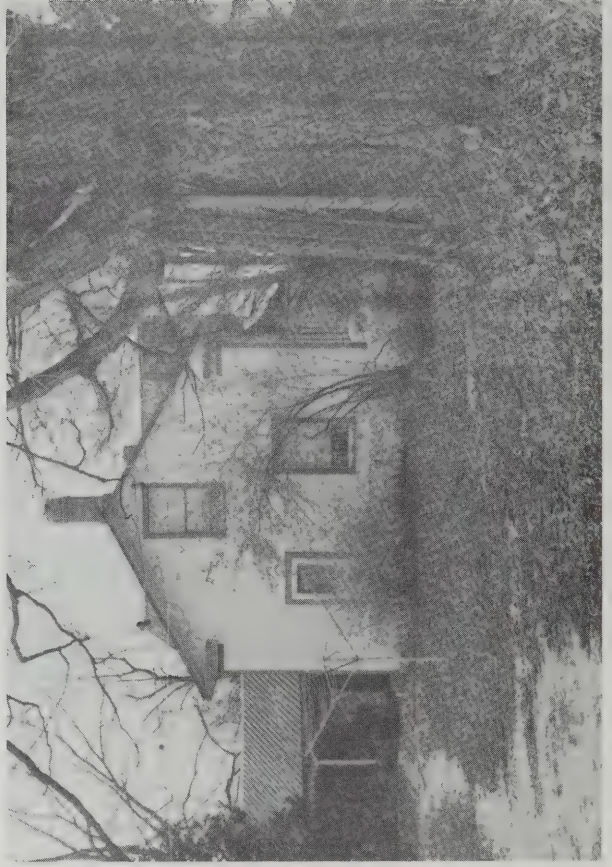
155



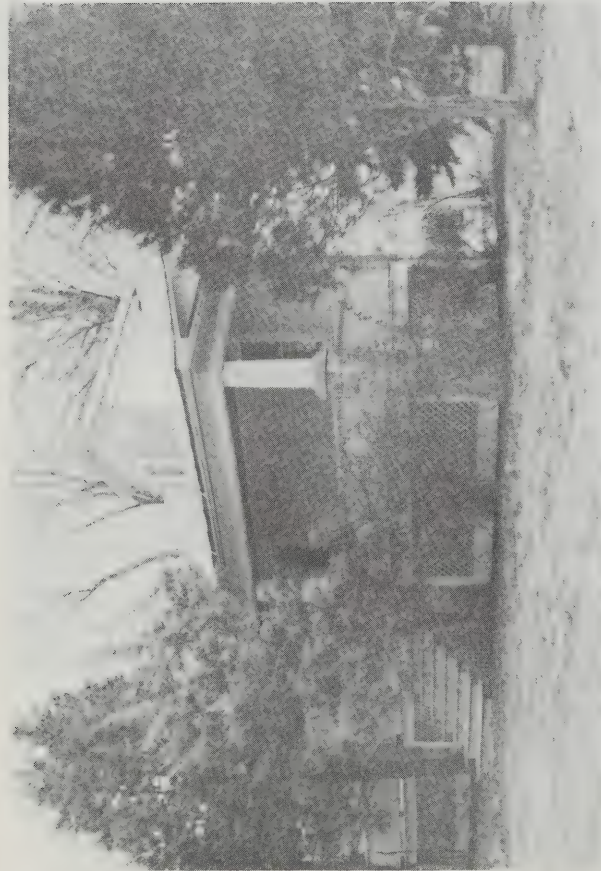
157



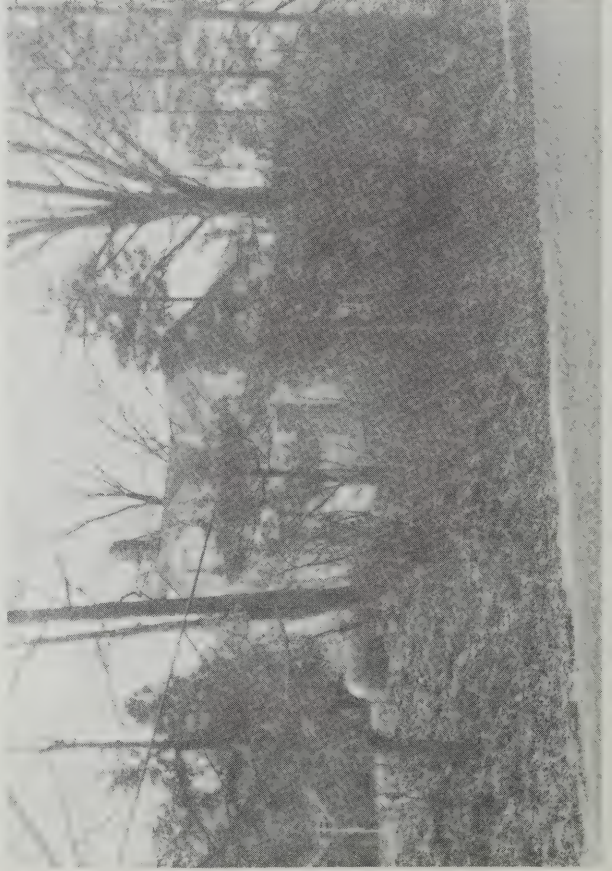
159



160



158



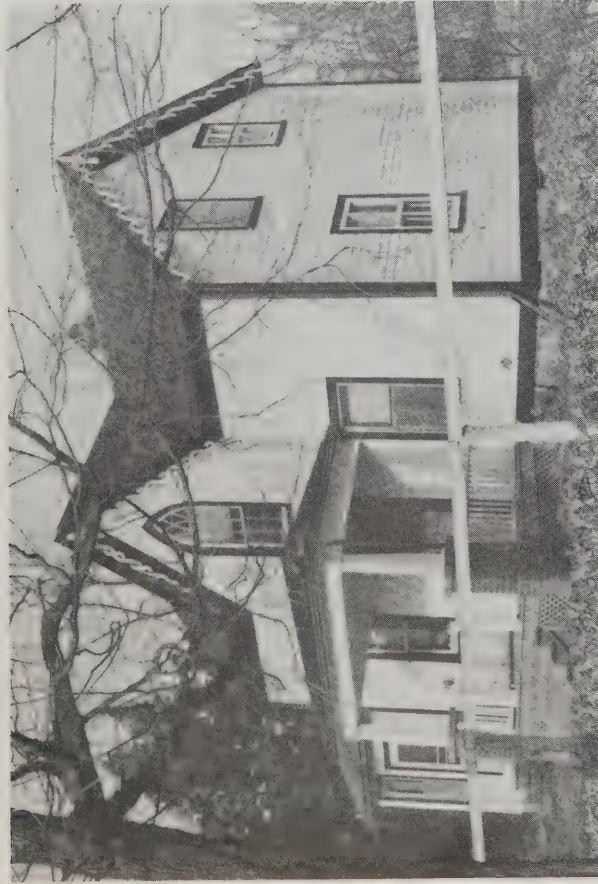
160



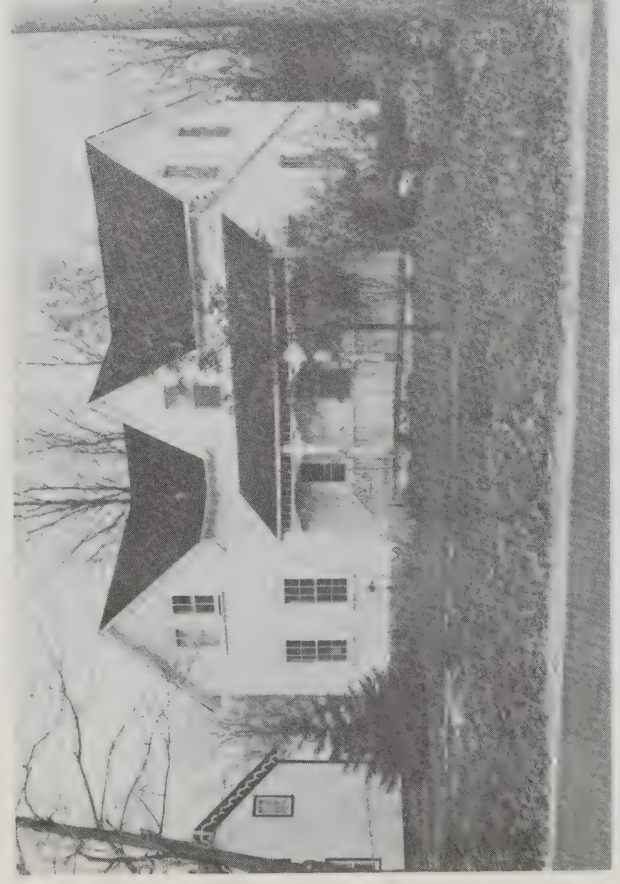
162



164



161



163



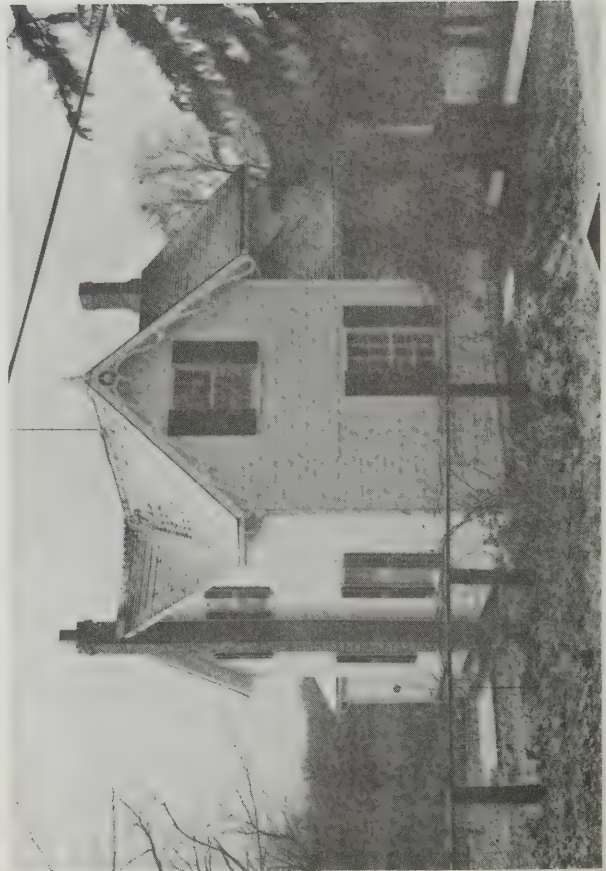
165



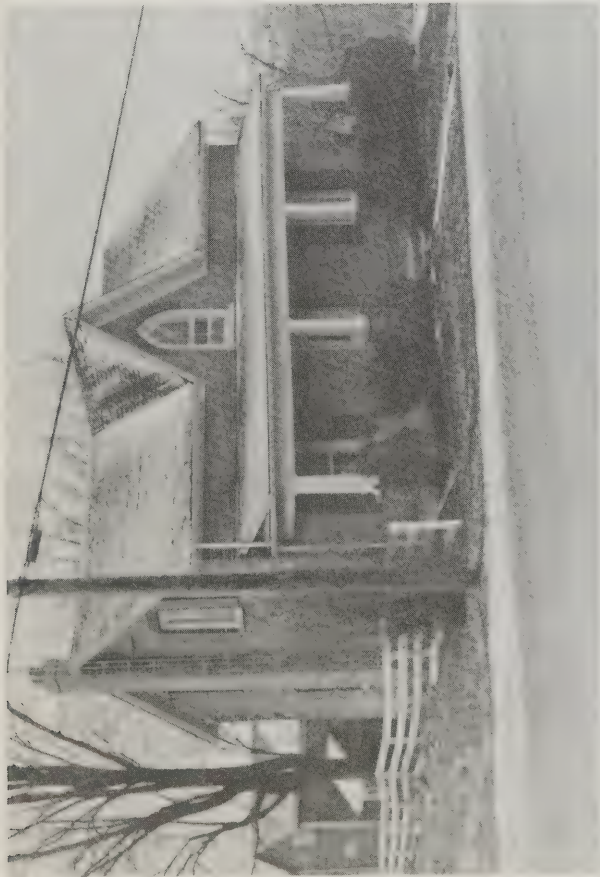
167



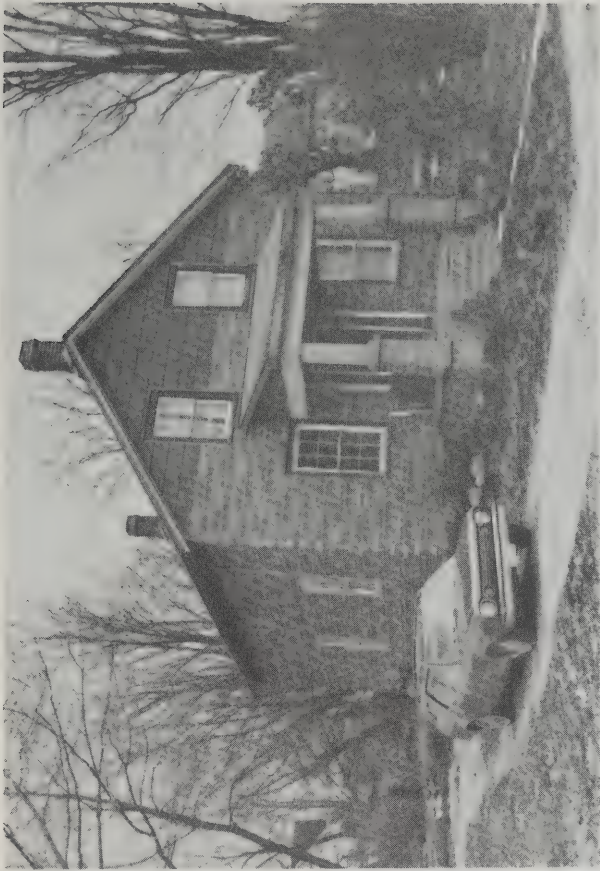
165



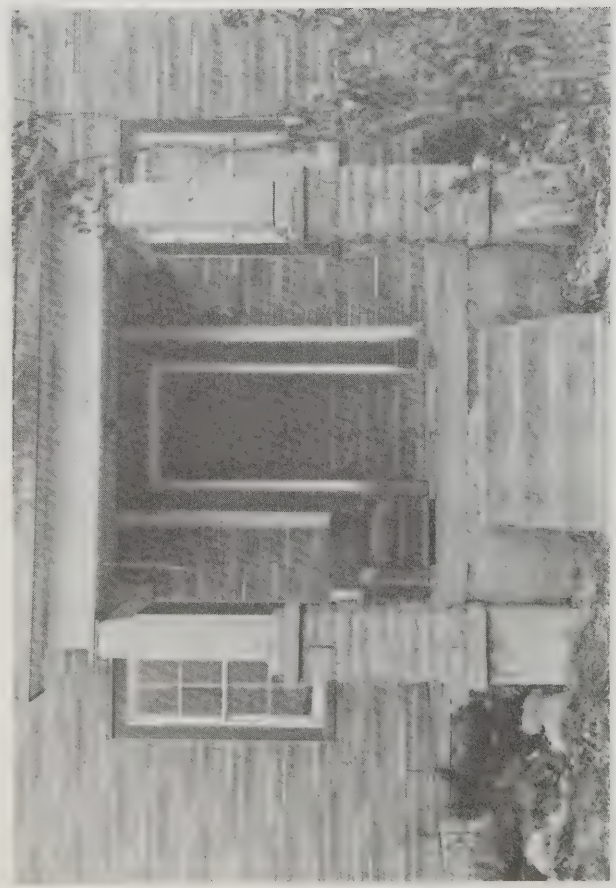
166



168



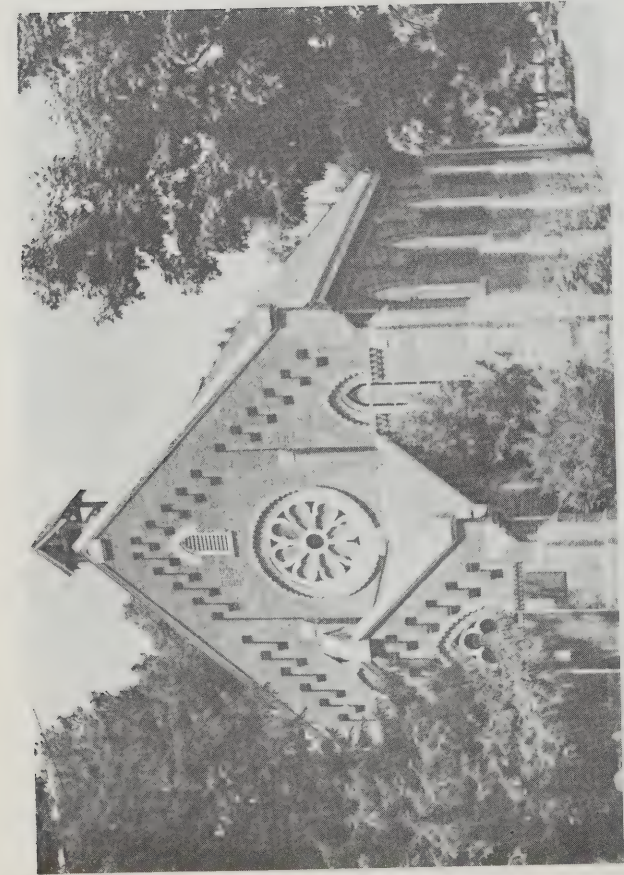
169



169



170



171



172



172

END OF WHITEVALE

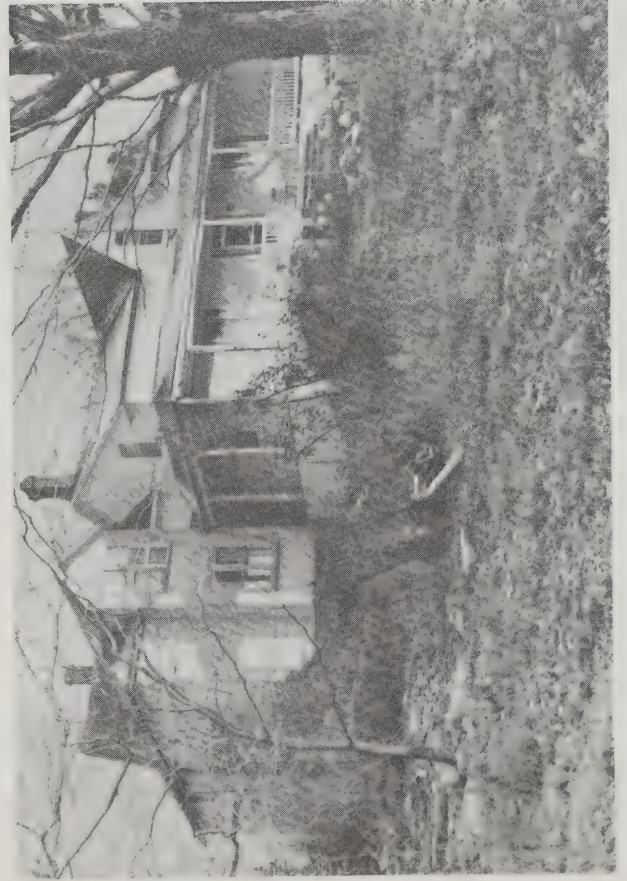




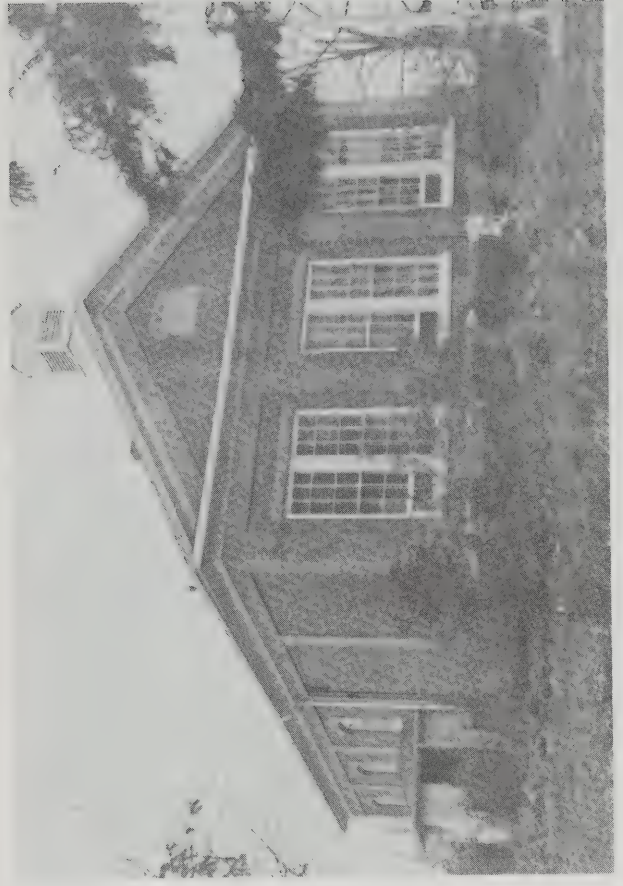
173



173



174



175



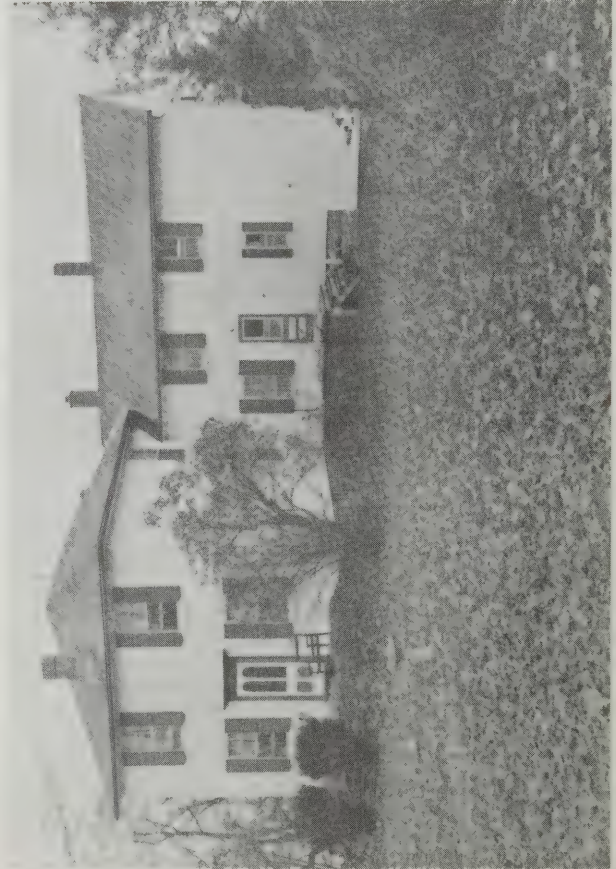
176



177



176



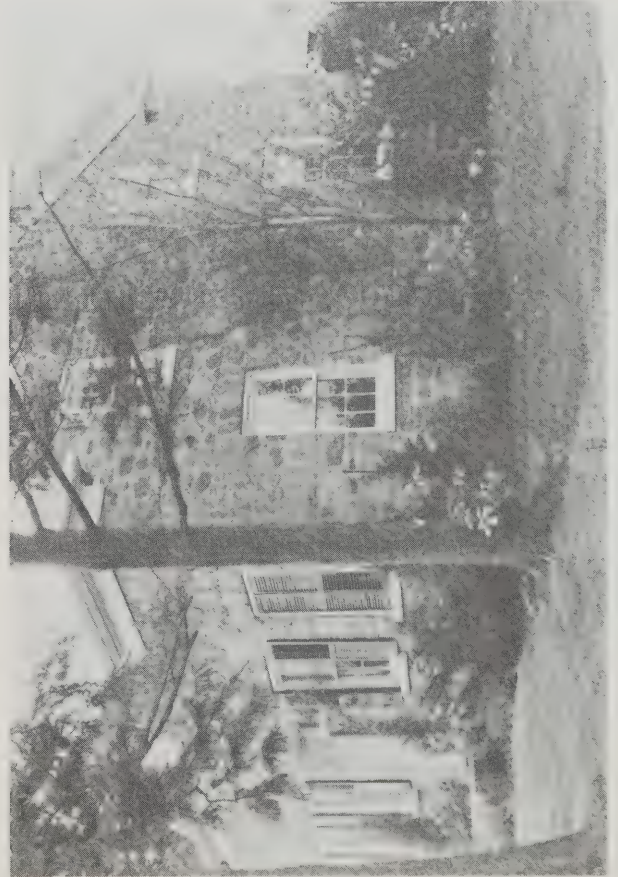
177



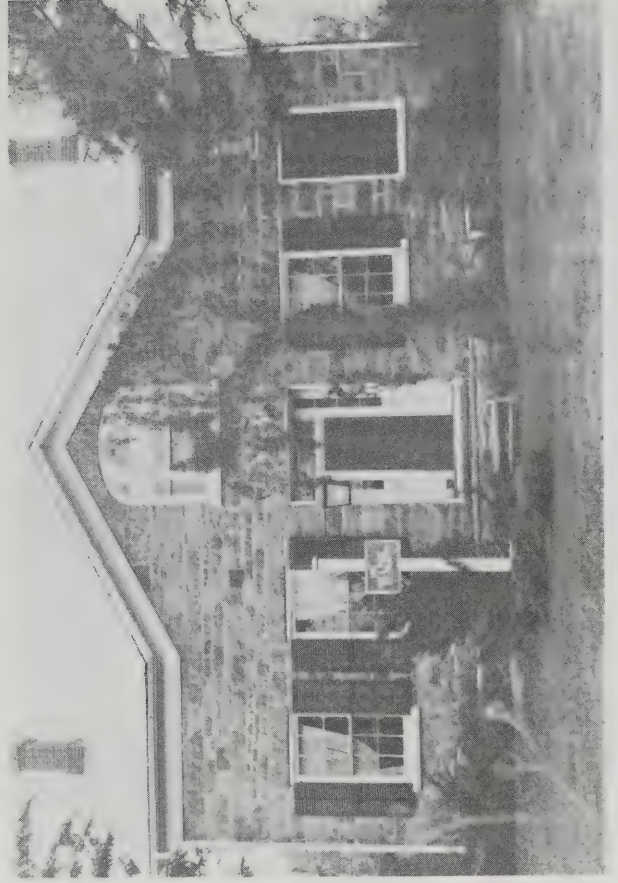
177



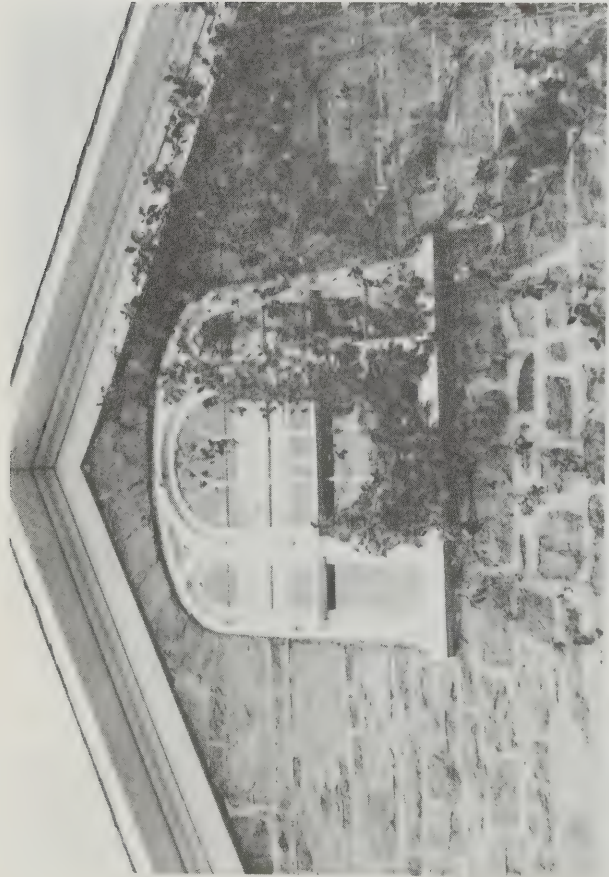
177



178



178



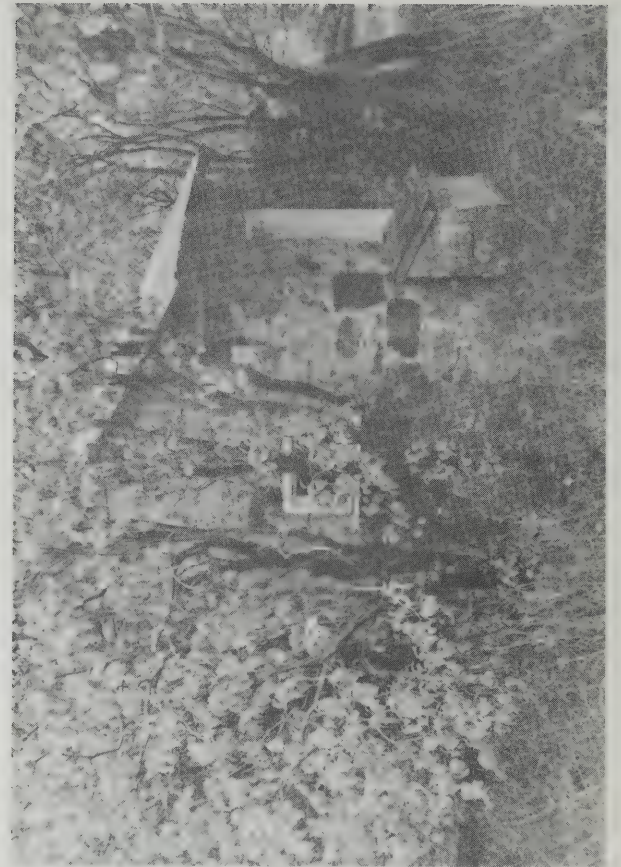
178



178



178



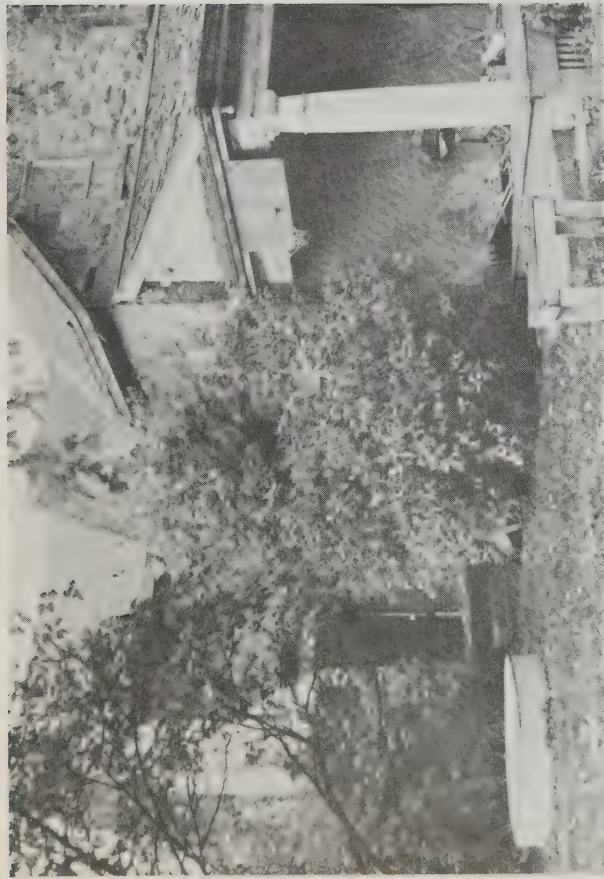
178



179



180



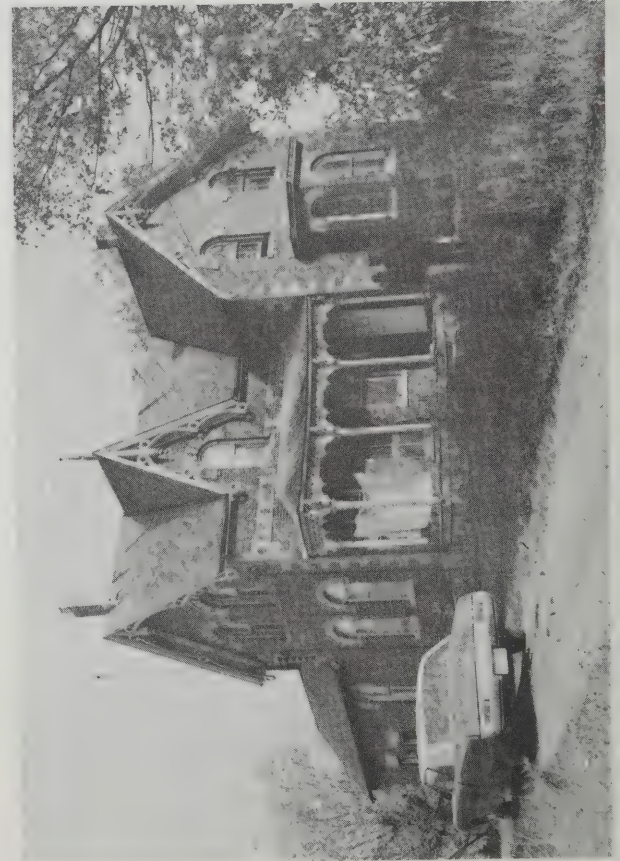
179



180



181



183



182



183



183



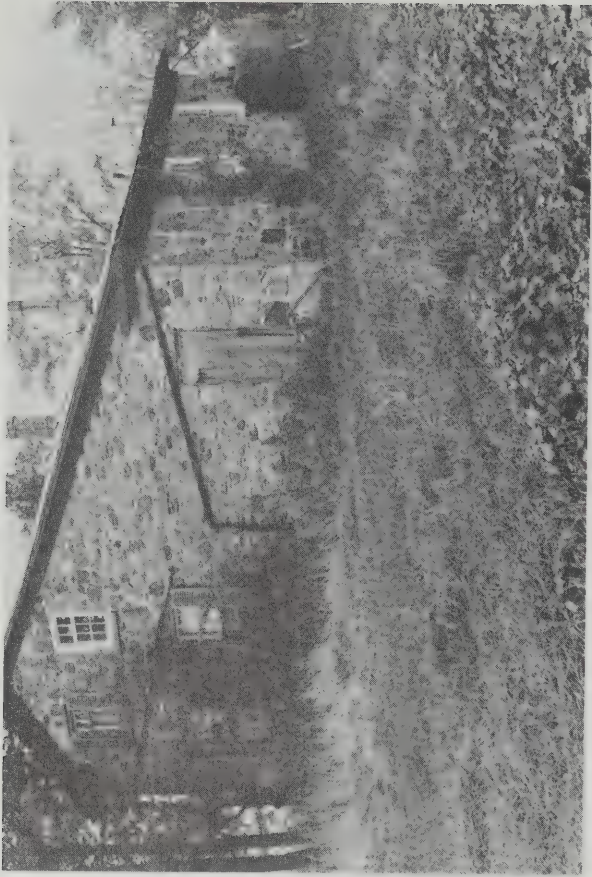
184



184



184



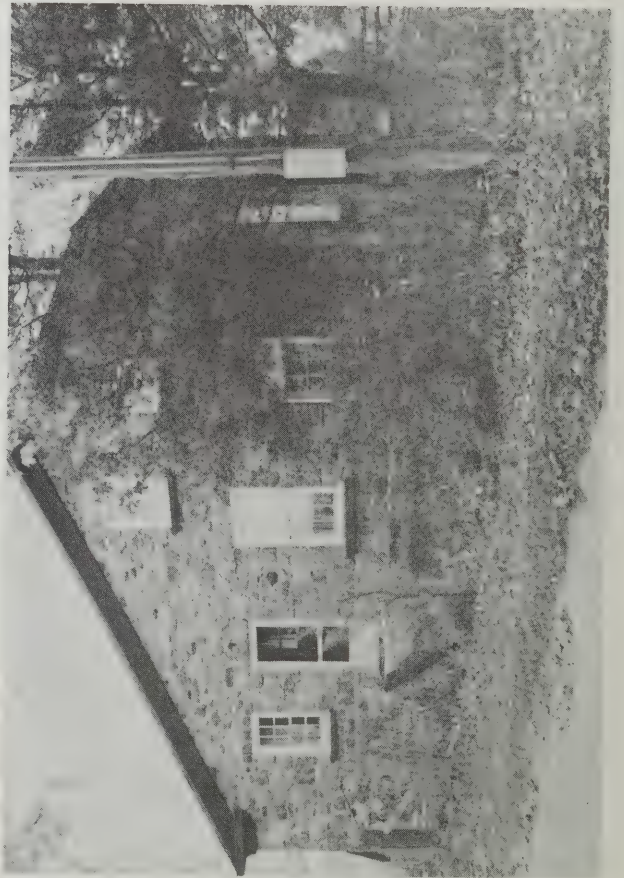
185



186



185



185

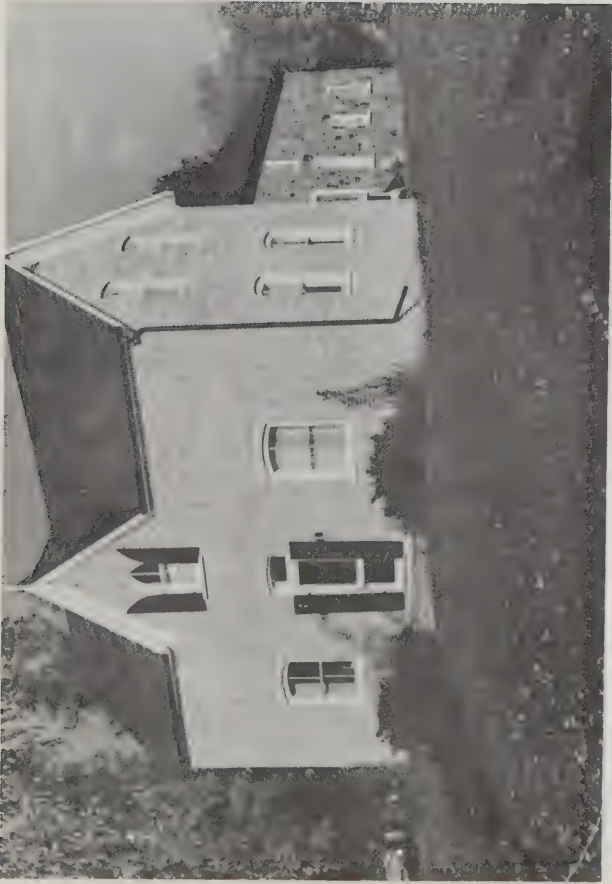




188



188



187



188



189



190



189



190



191



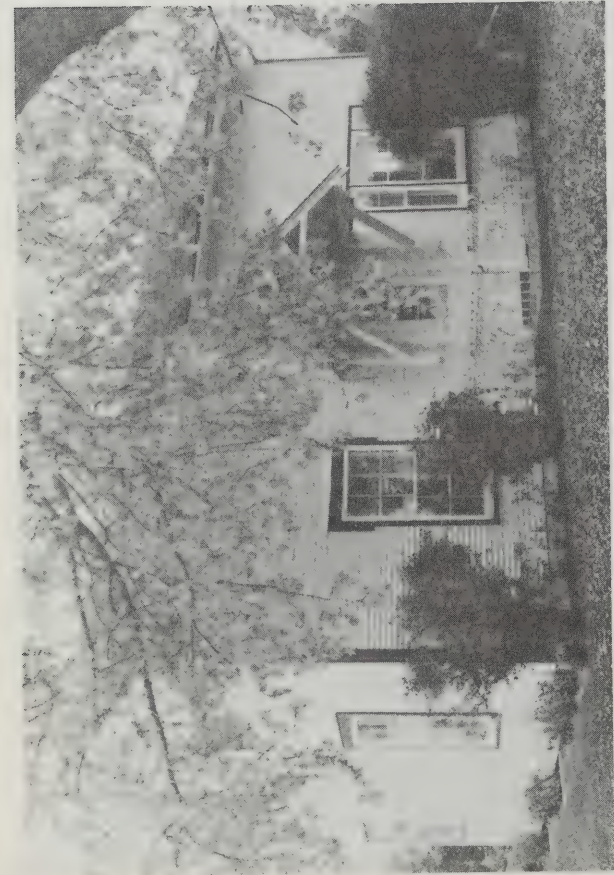
191



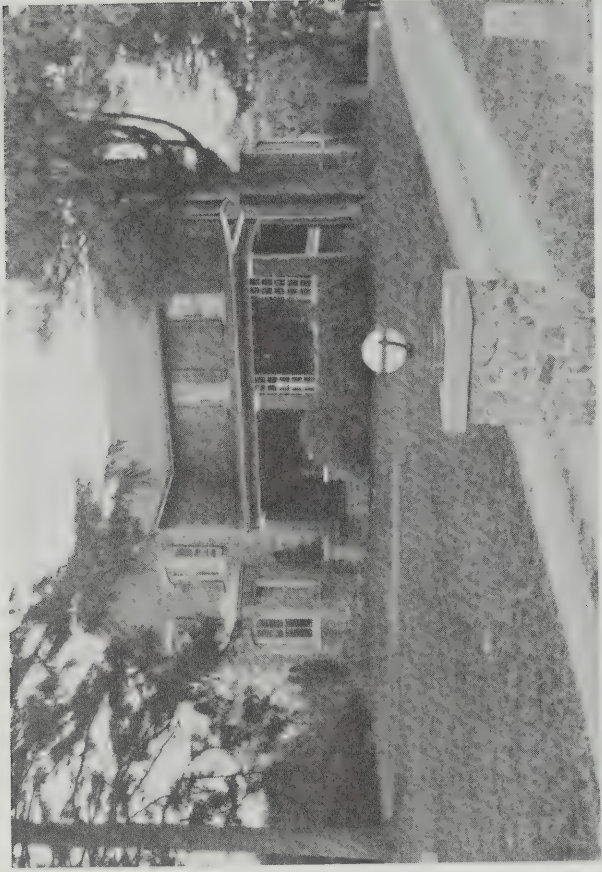
192



193



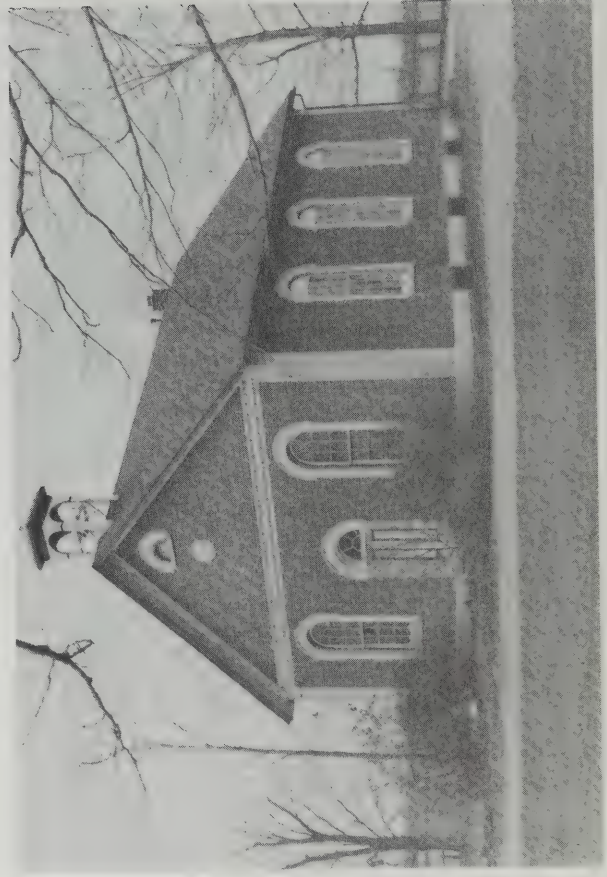
194



195



Surrounding Landscape 196



196



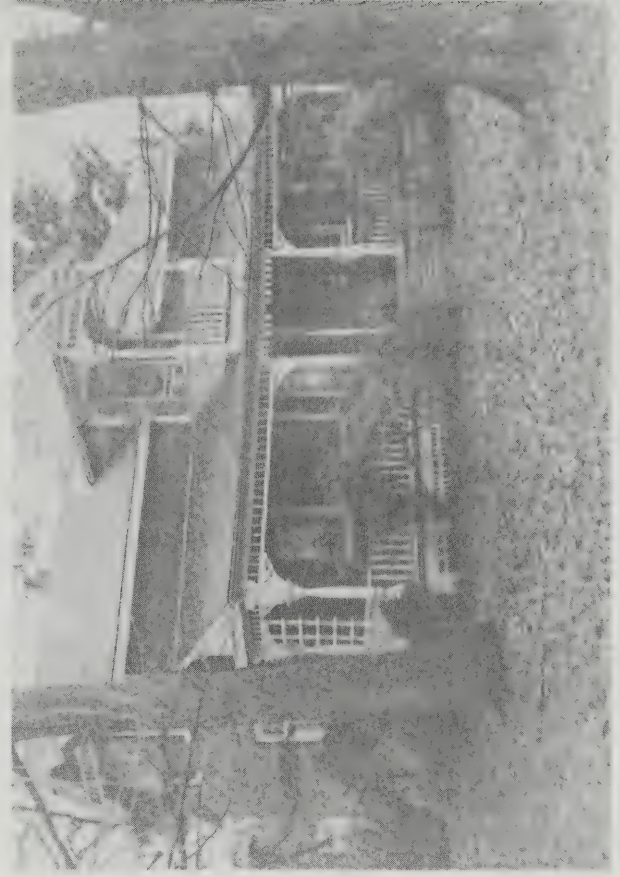
197



197



197



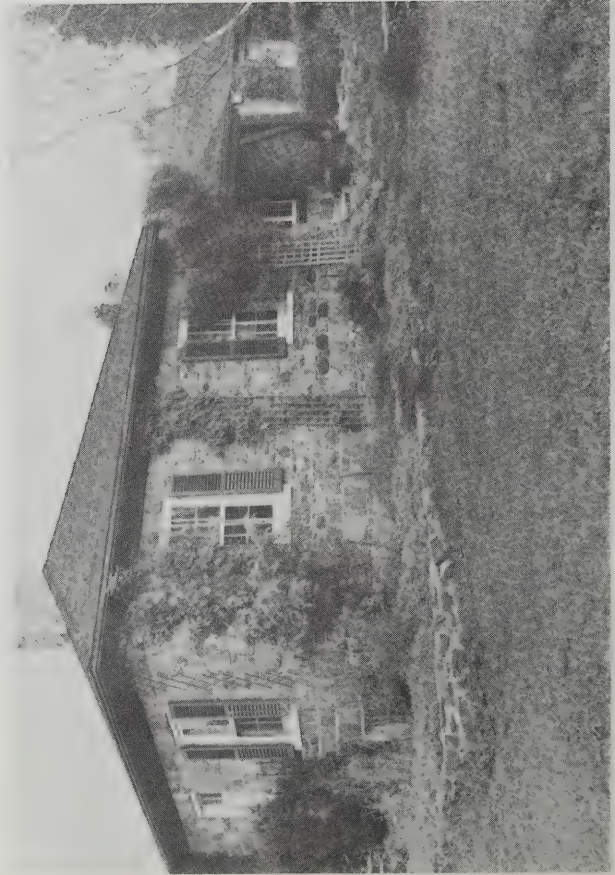
198



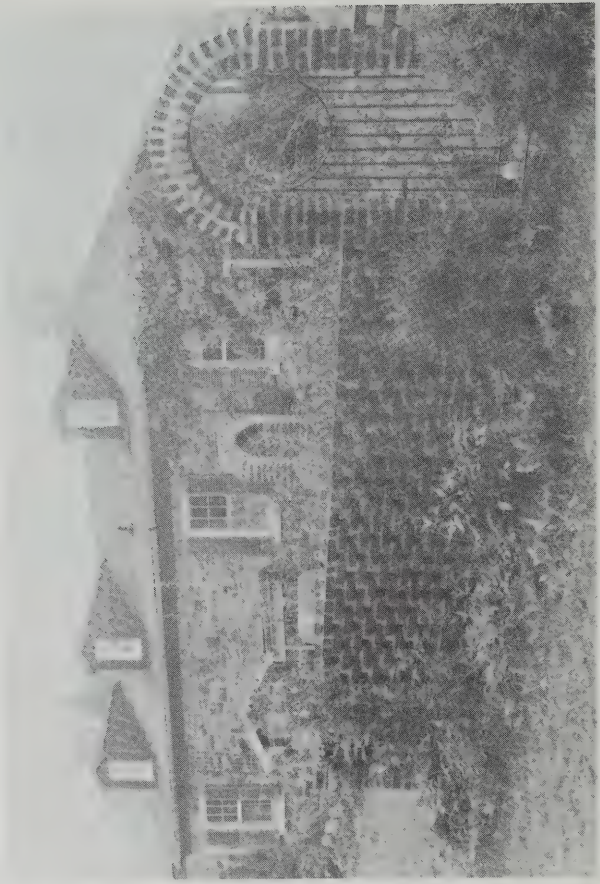
198



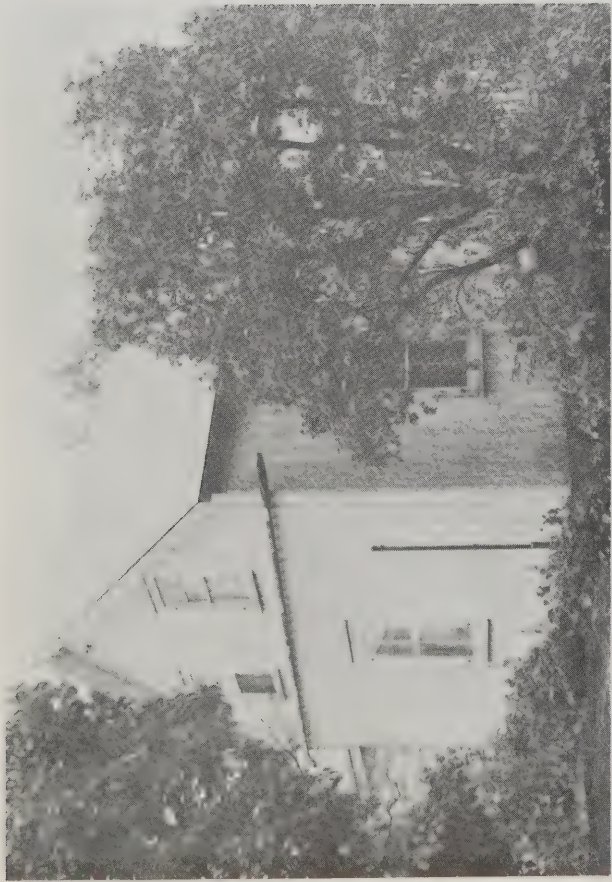
199



199



199



200



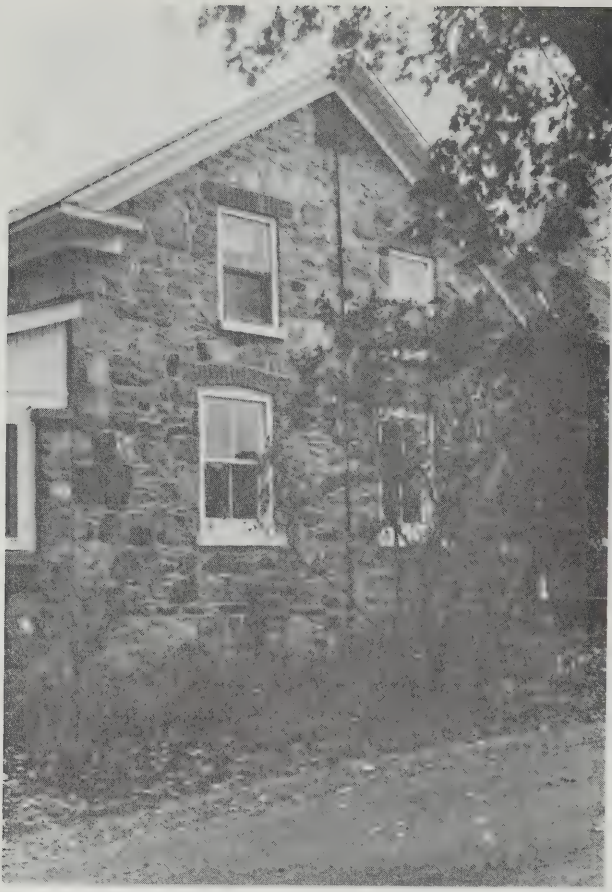
201



202



203



204



206

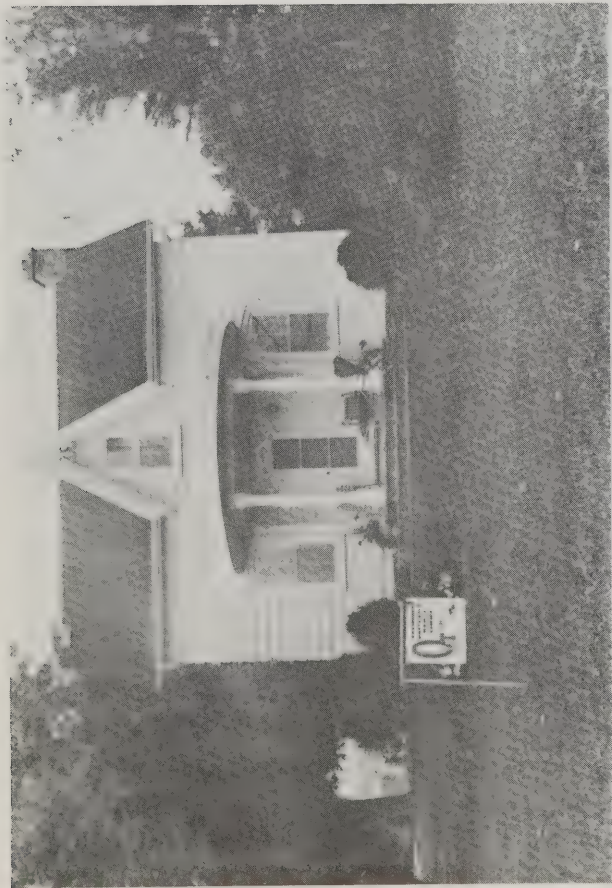


204

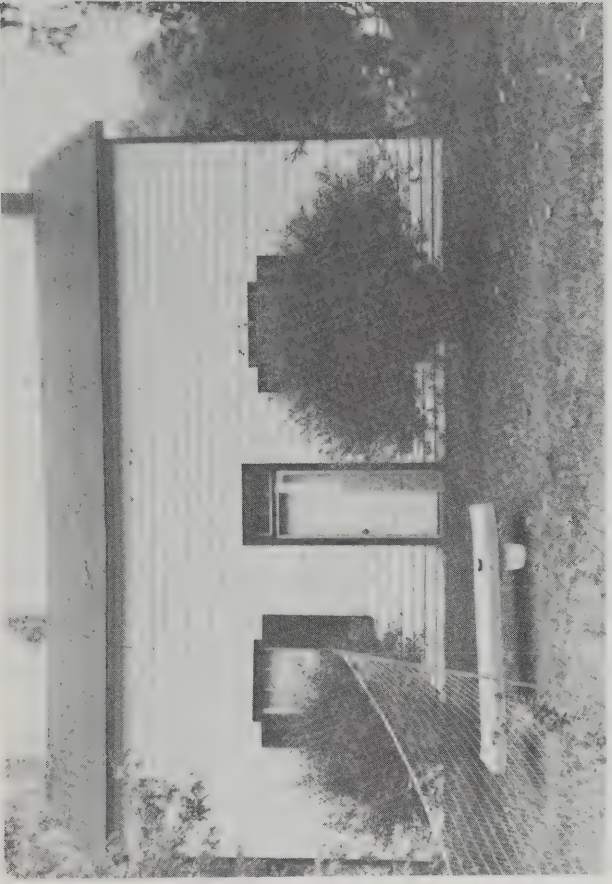


205

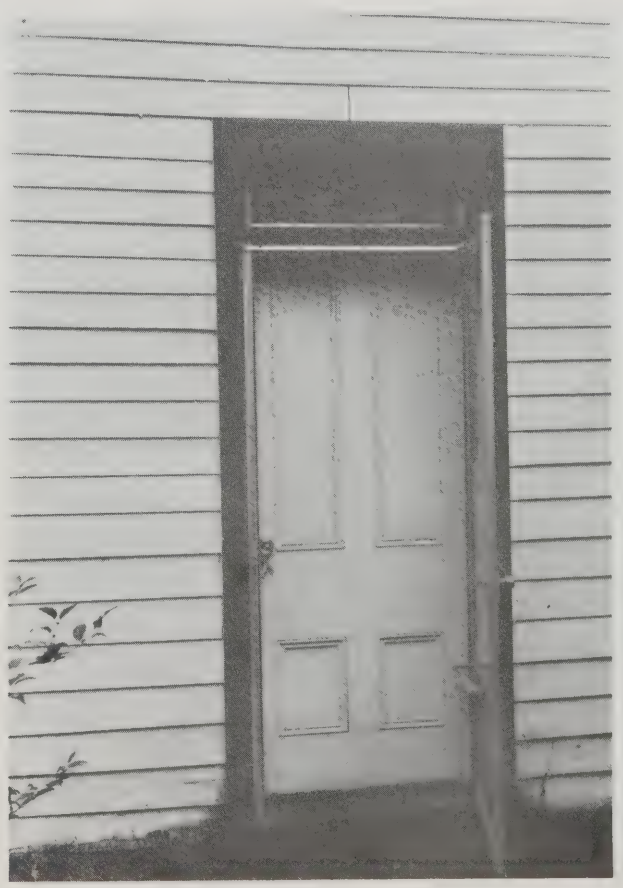




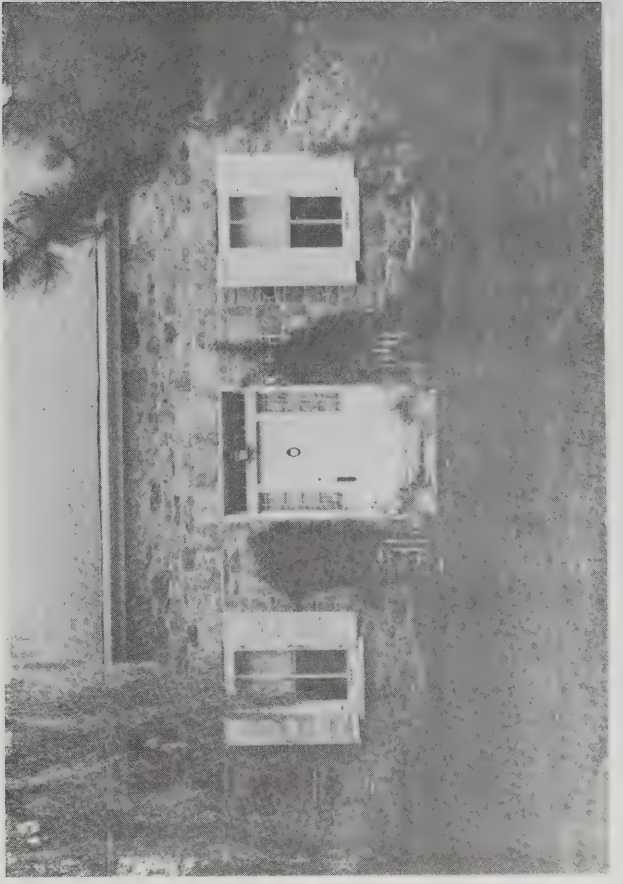
207



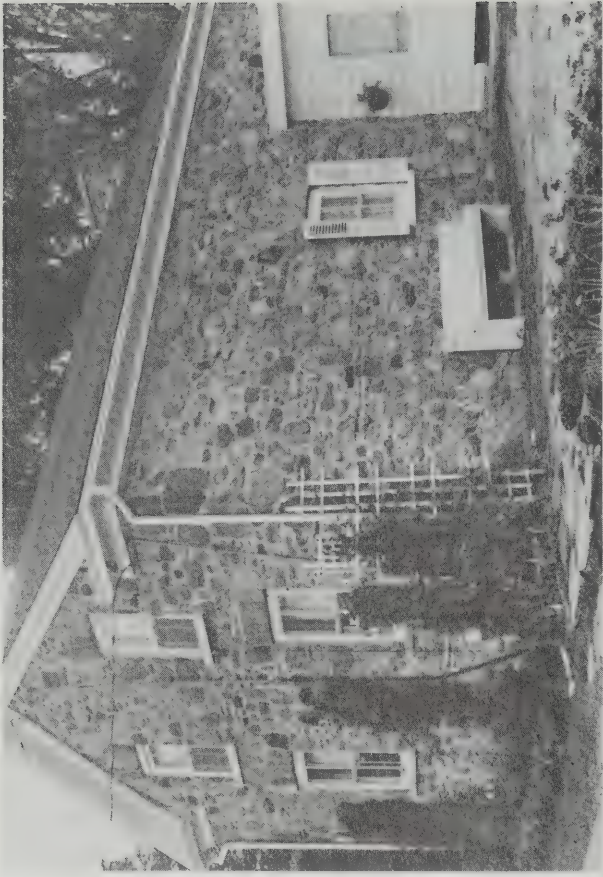
208



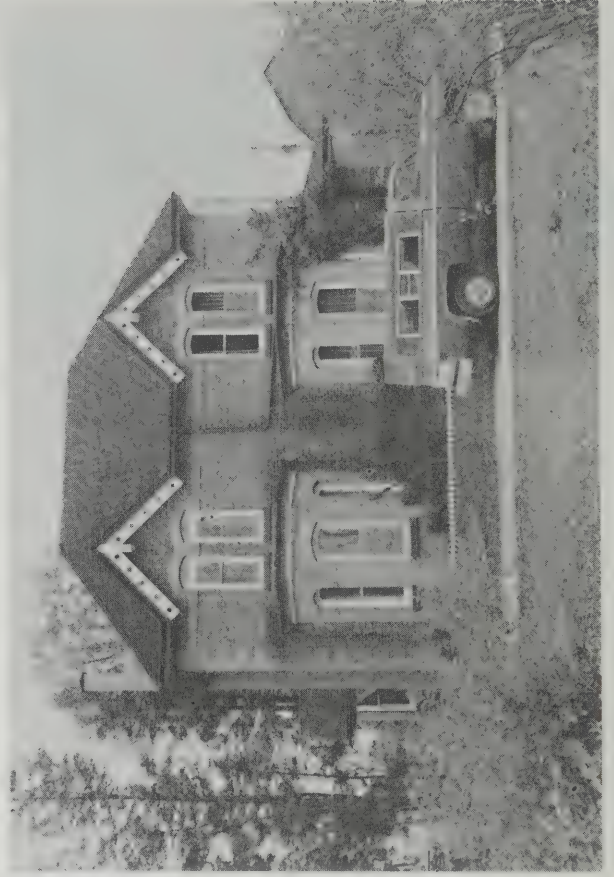
208



209



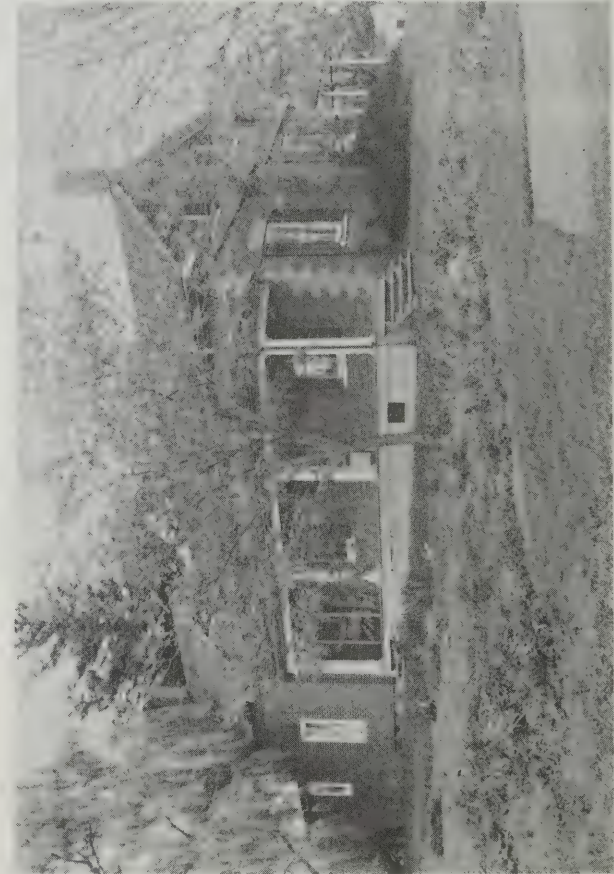
209



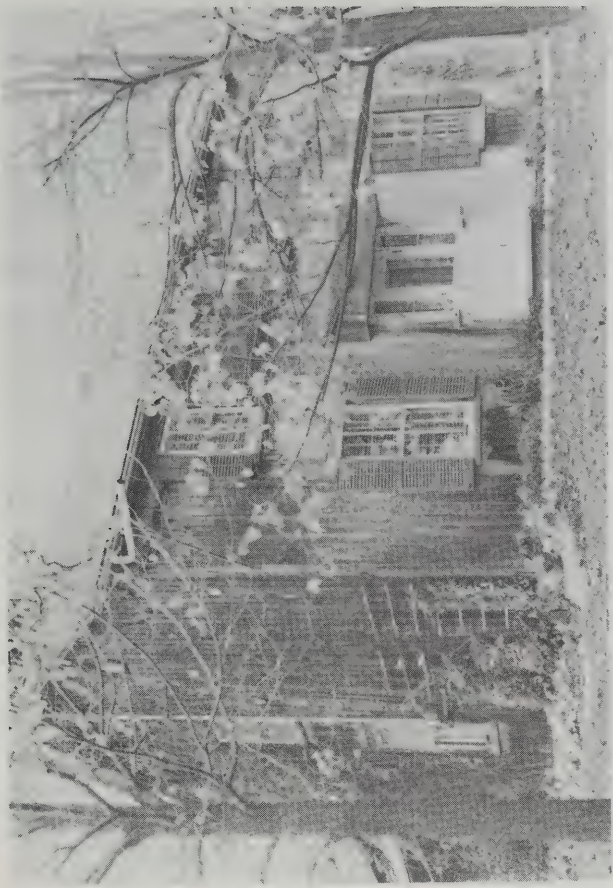
211



209



210



213



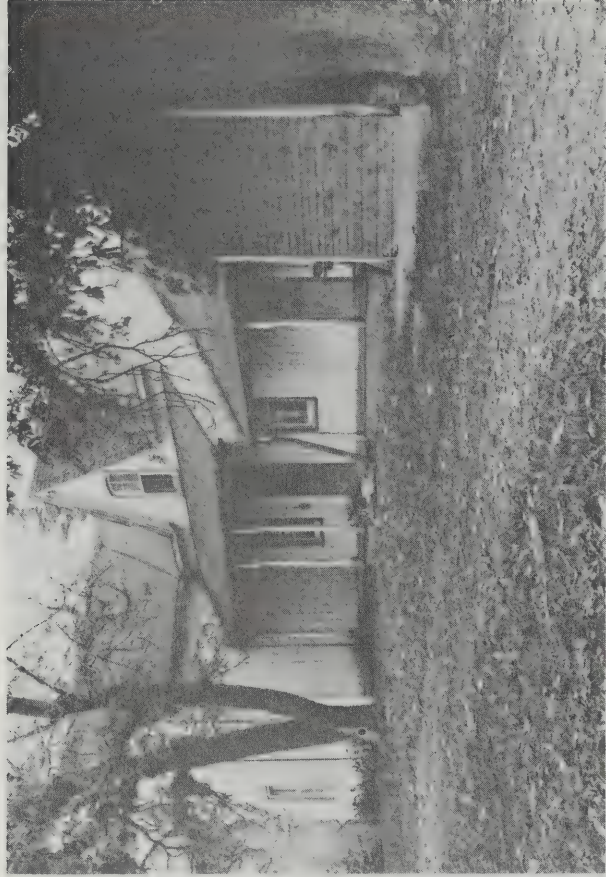
213



212



213



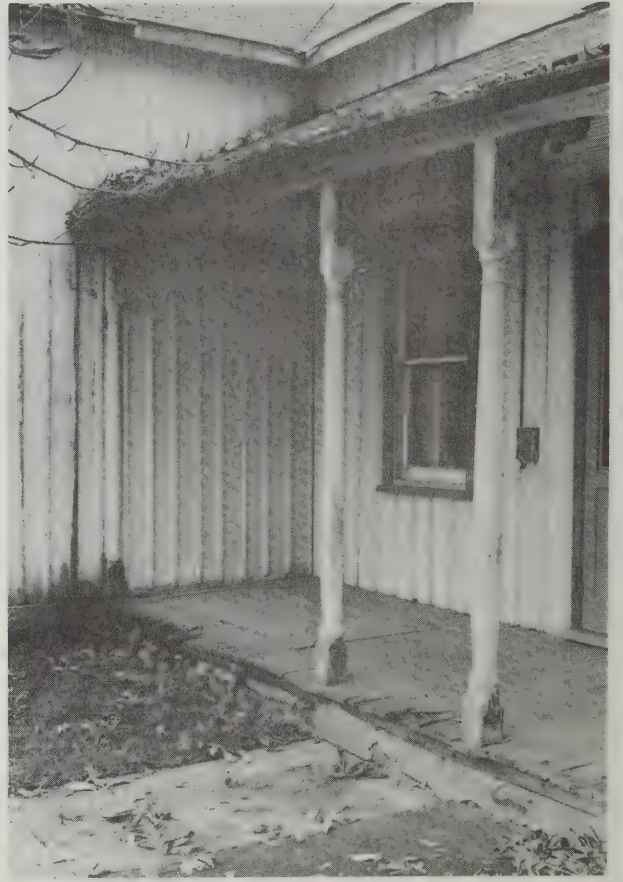
214



215



213



214



215



215



216

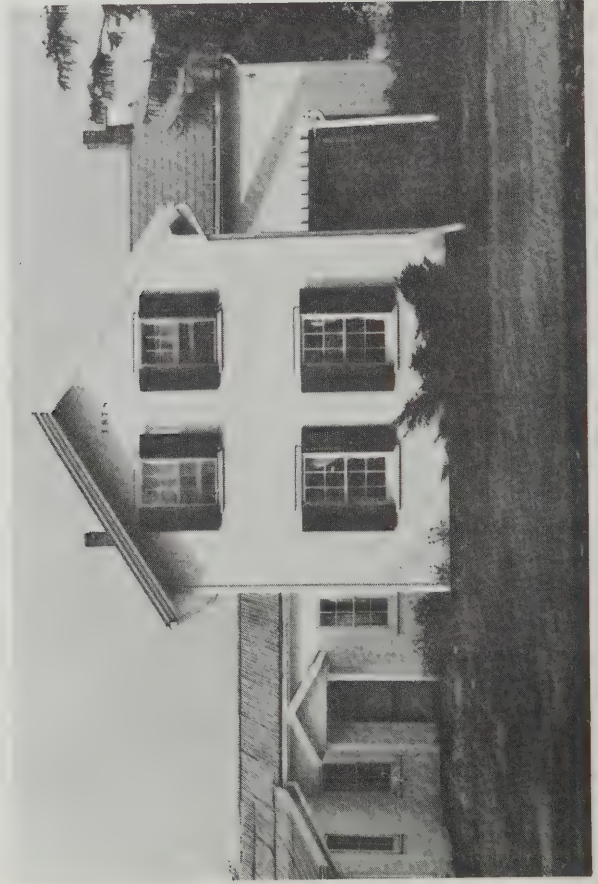


217

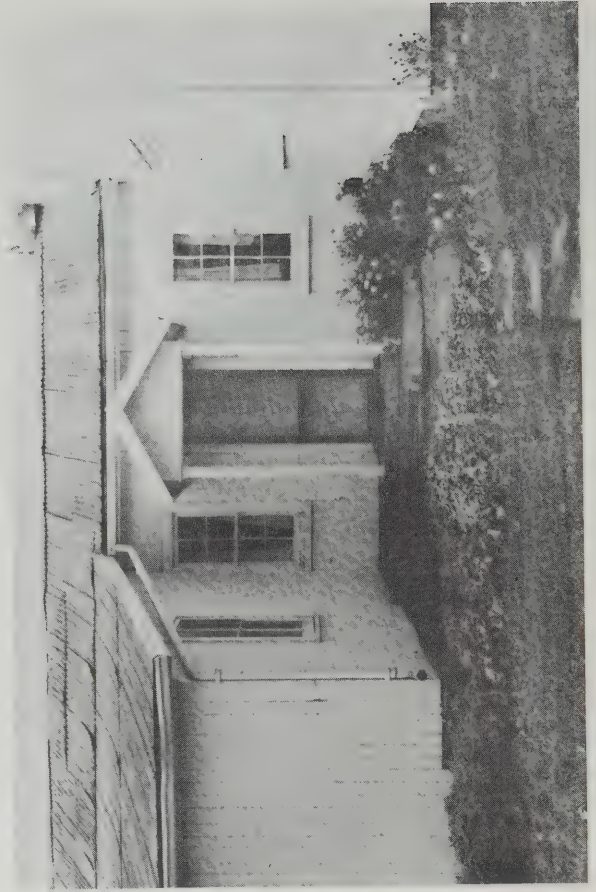
MENNONITE COMPLEX



218

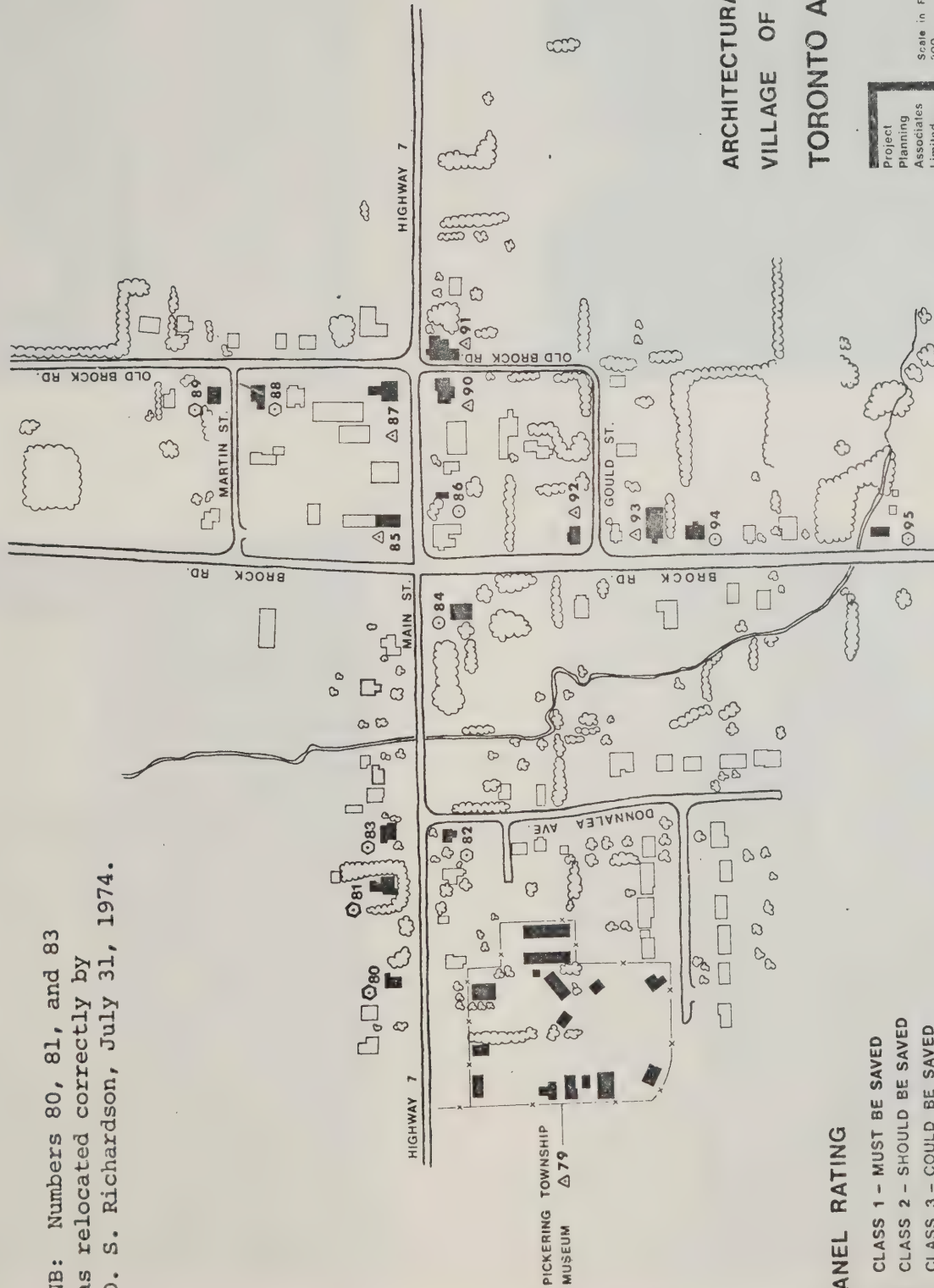


218



218

NB: Numbers 80, 81, and 83  
 as relocated correctly by  
 D. S. Richardson, July 31, 1974.



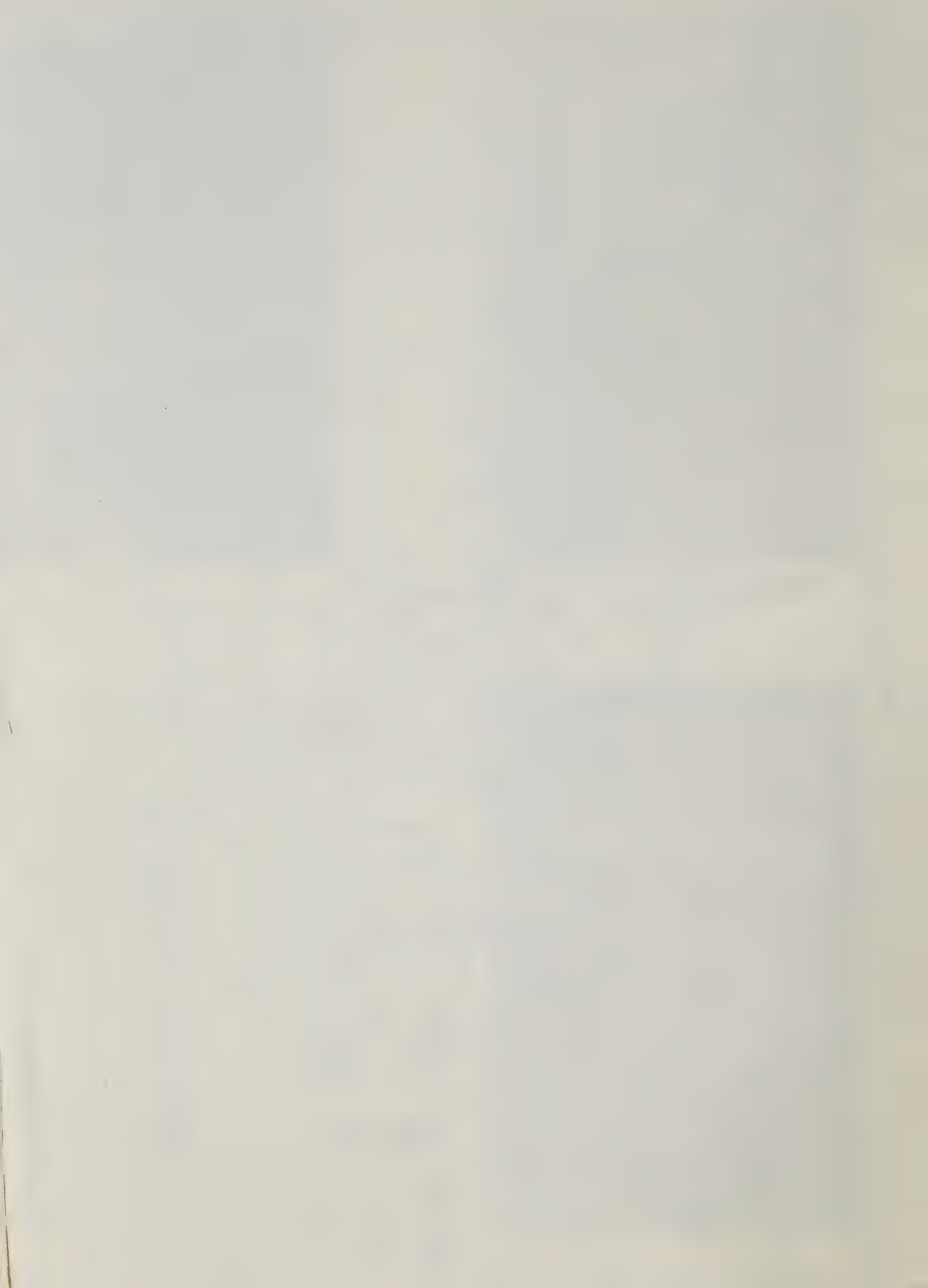
ARCHITECTURAL EVALUATION  
 VILLAGE OF BROUGHAM  
 TORONTO AREA AIRPORTS PROJECT

Project  
 Planning  
 Associates  
 Limited

Scale in Feet  
 200 0 200 400 600  
 Date: April 1974

PANEL RATING

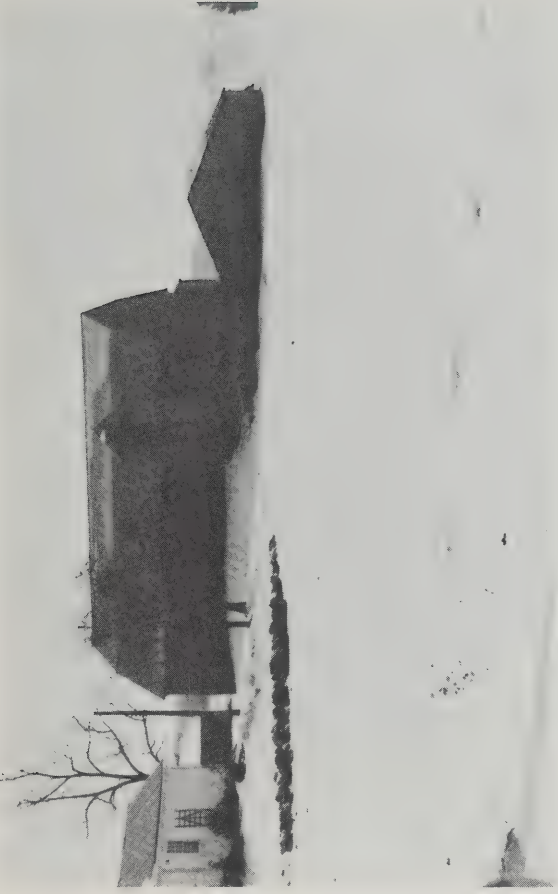
- CLASS 1 - MUST BE SAVED
- △ CLASS 2 - SHOULD BE SAVED
- ◊ CLASS 3 - COULD BE SAVED
- CLASS 4 - RESEARCH







218



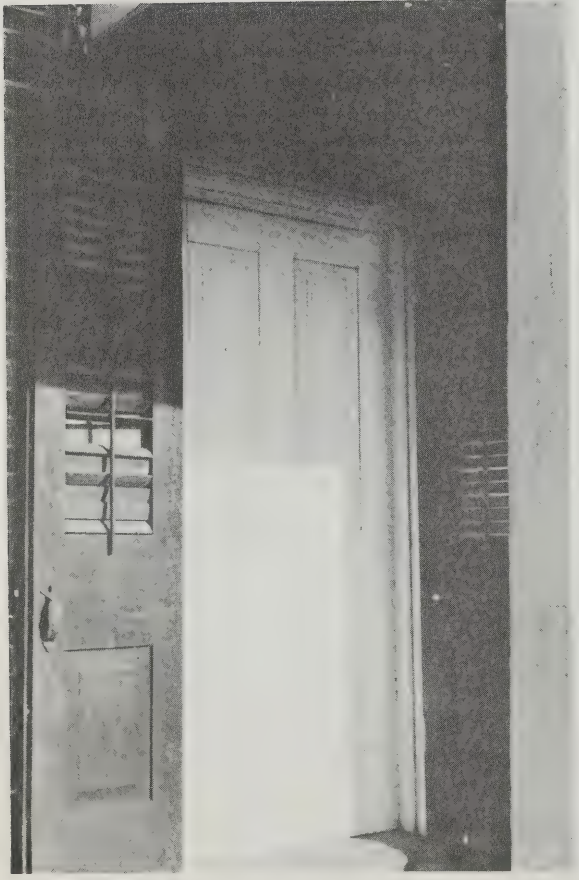
219



220



221



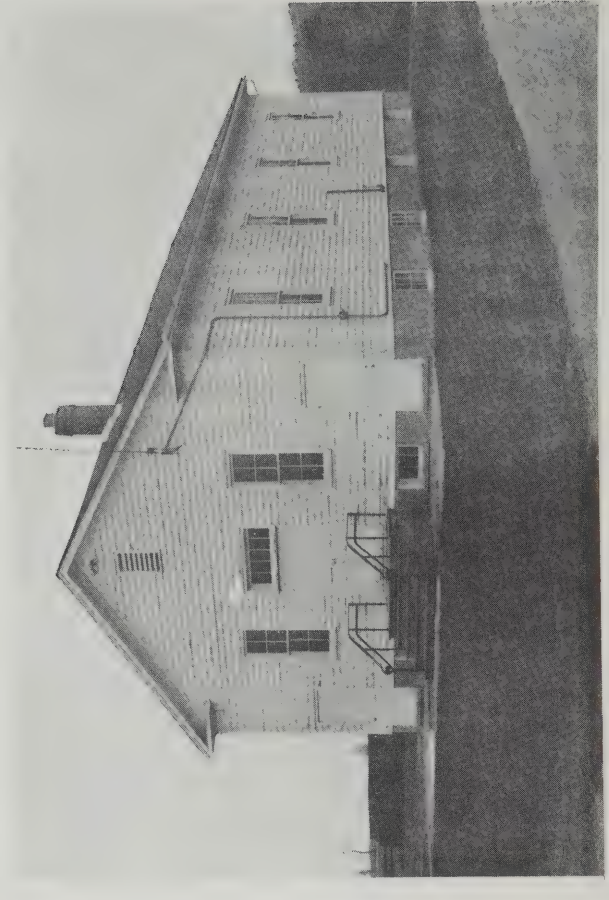
221



223

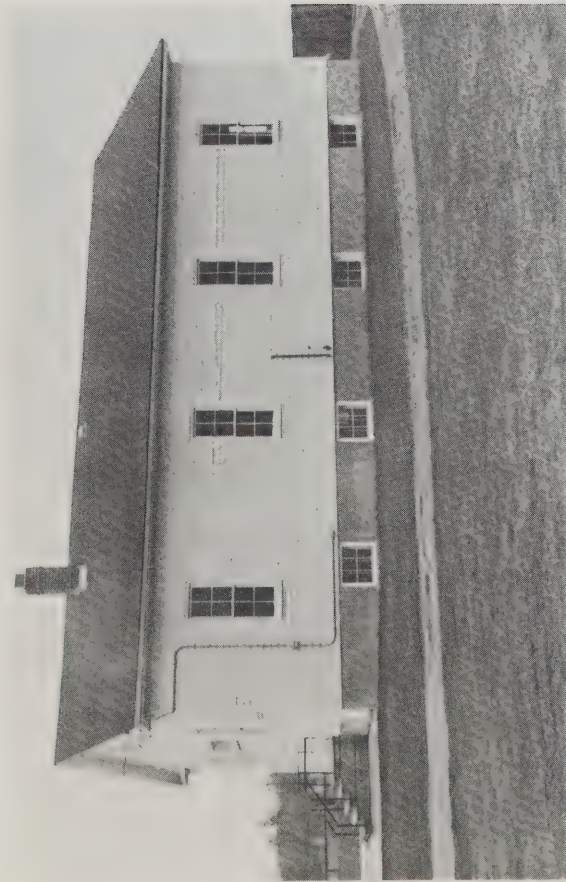


222



223

222



223

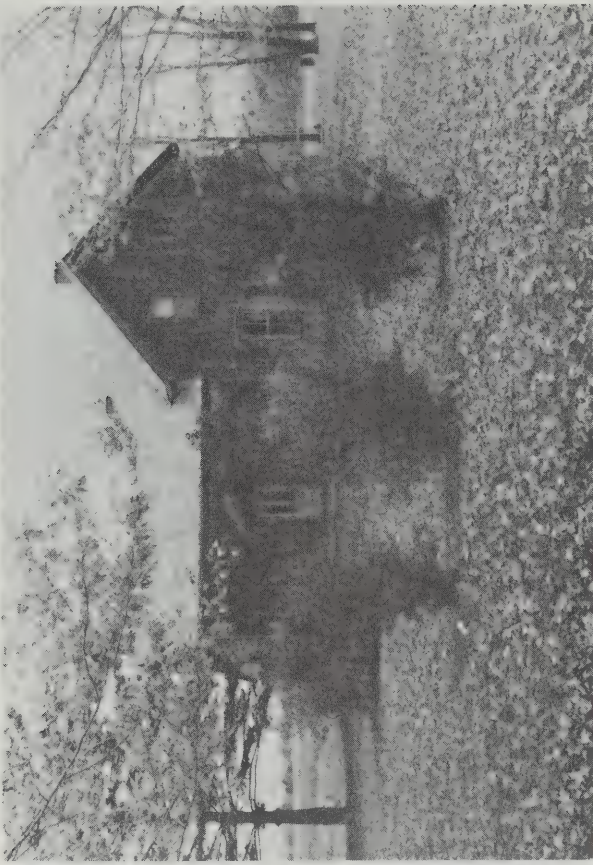
# END OF MENNONITE COMPLEX



224



225



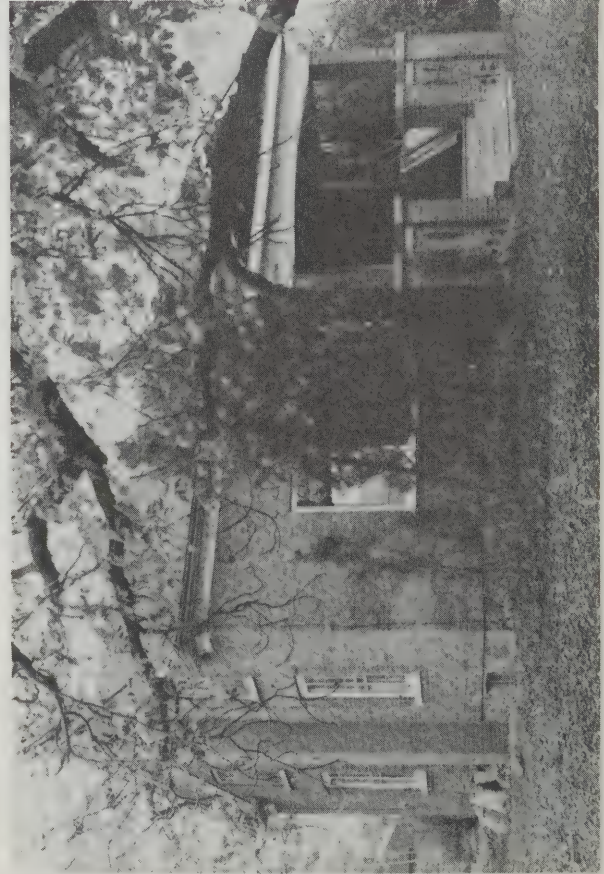
225



226



225



226



227



228



227



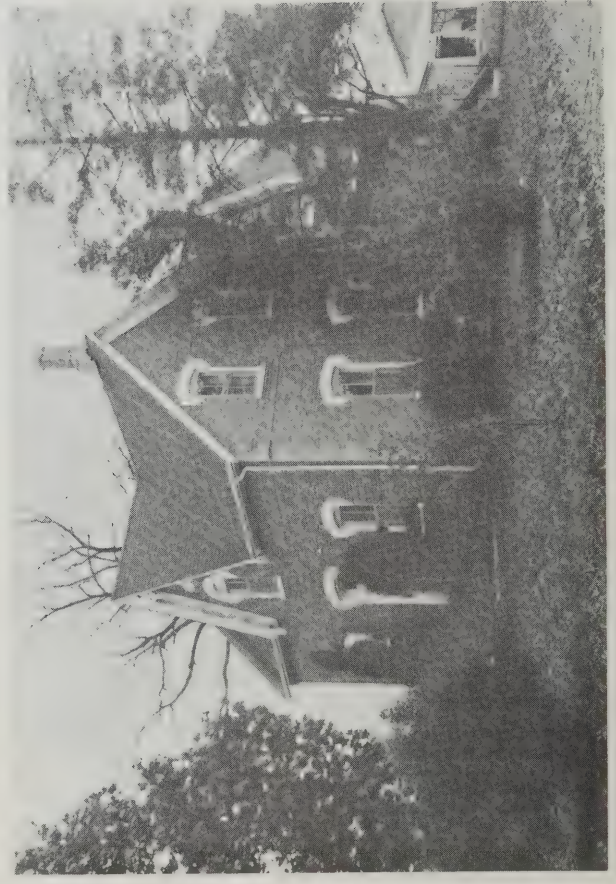
227



228



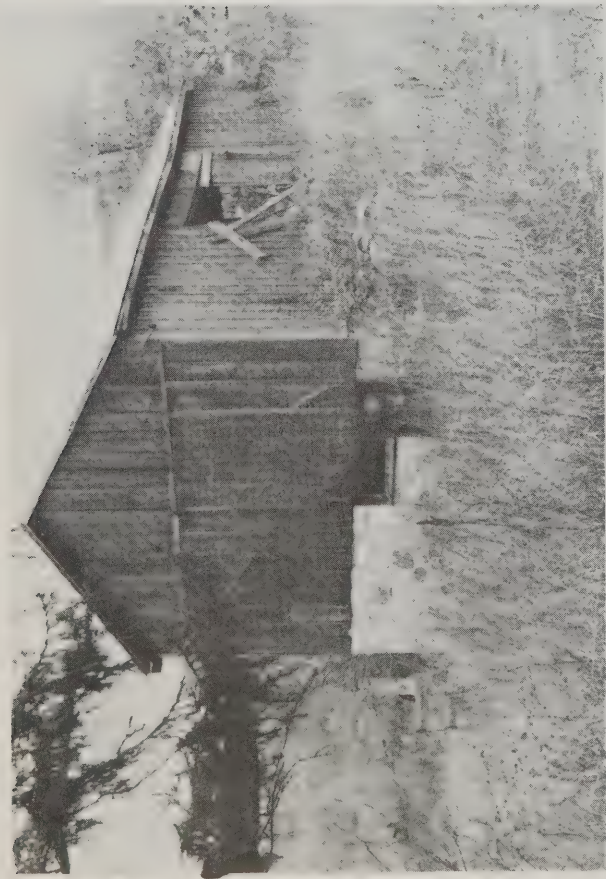
229



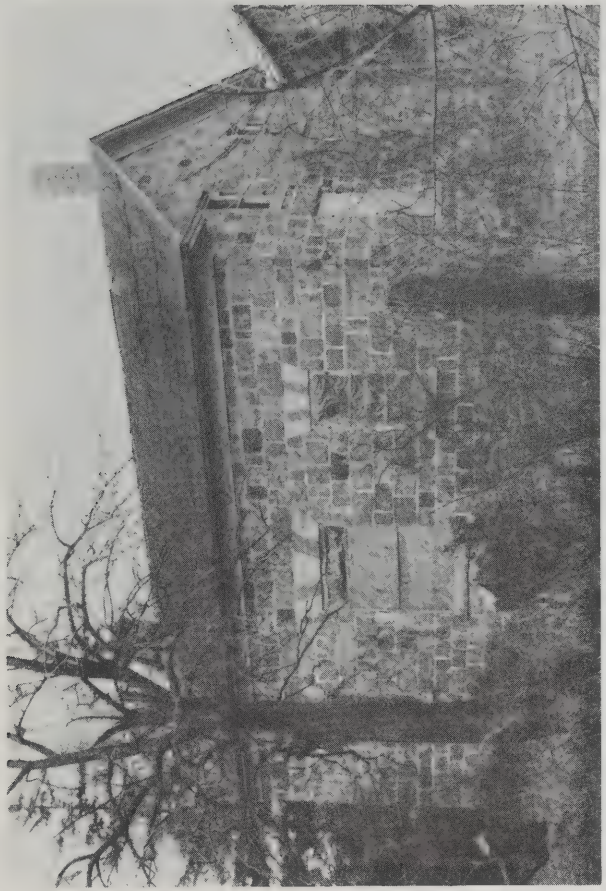
229



230



231

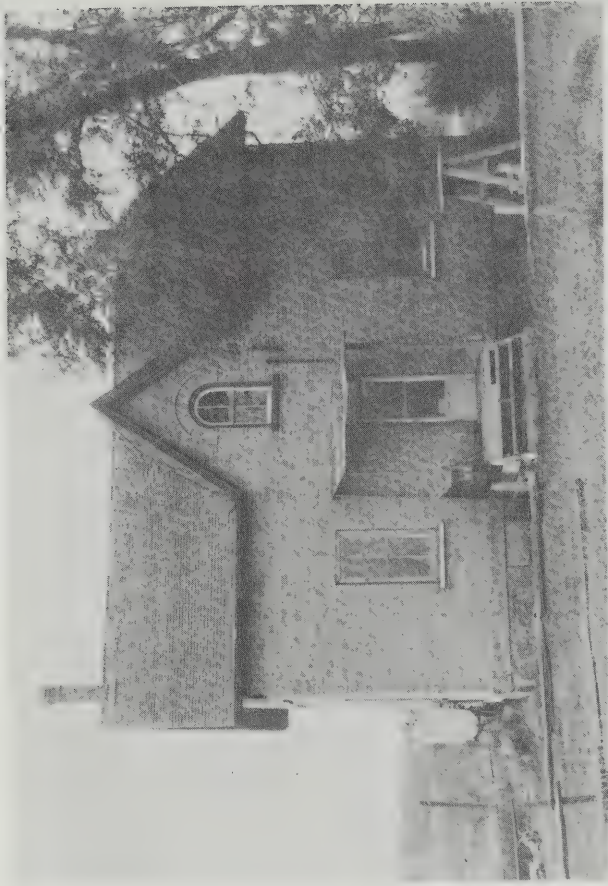


232

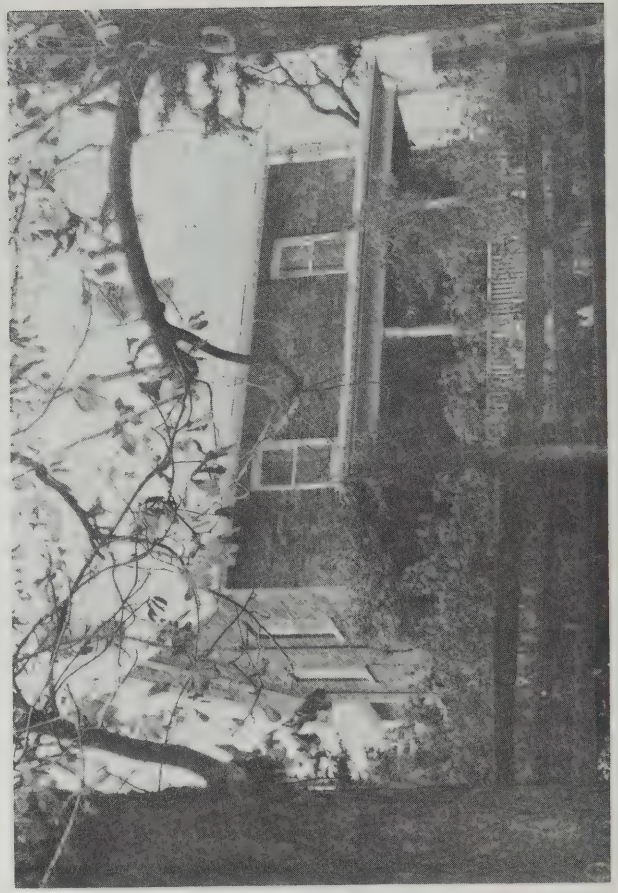
## CHERRYWOOD



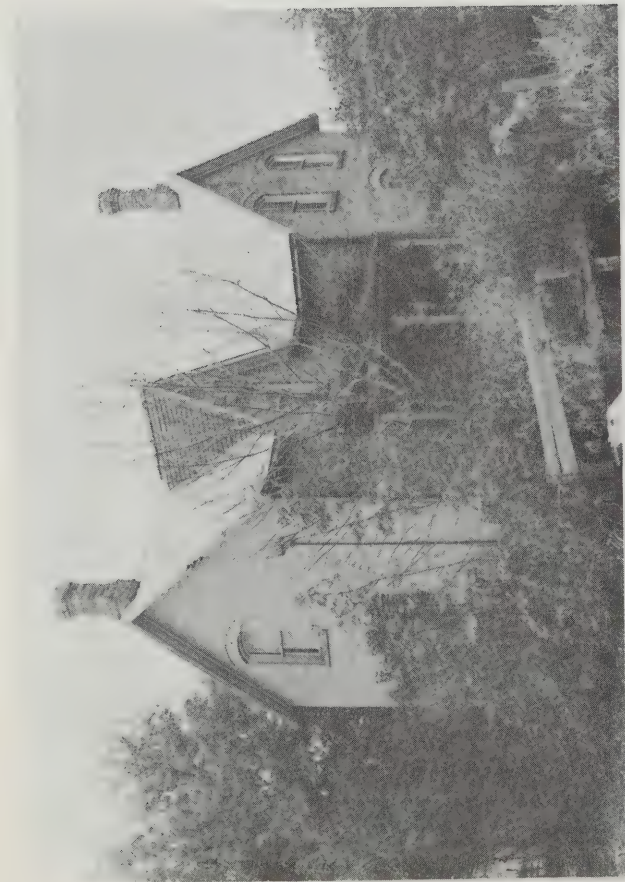
232



234



236

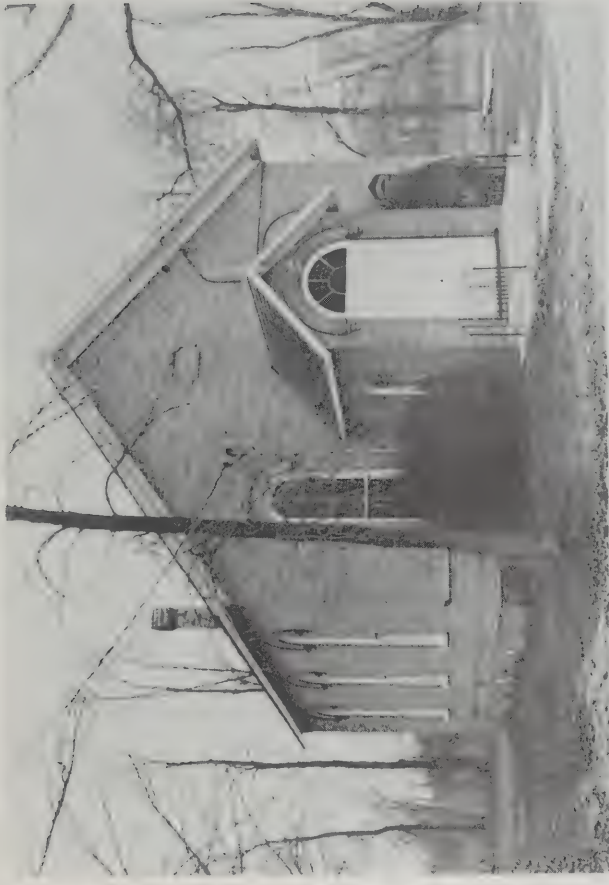


233

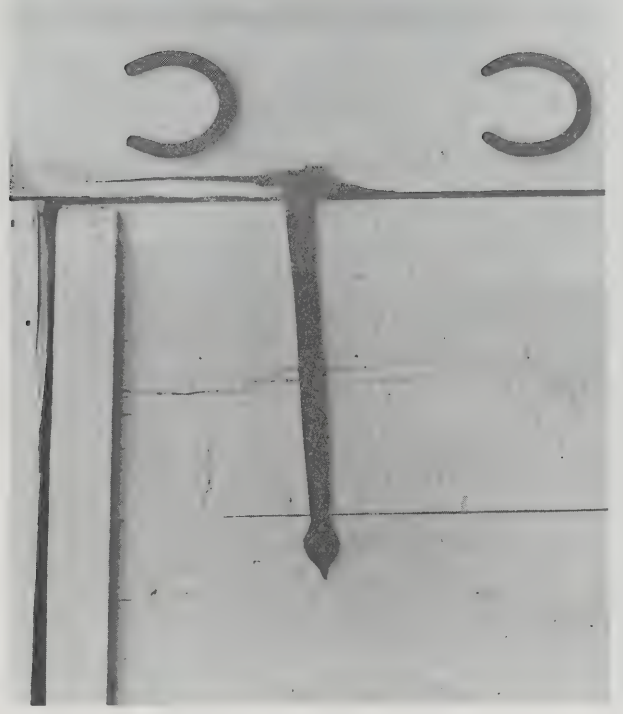


235





238



239



237



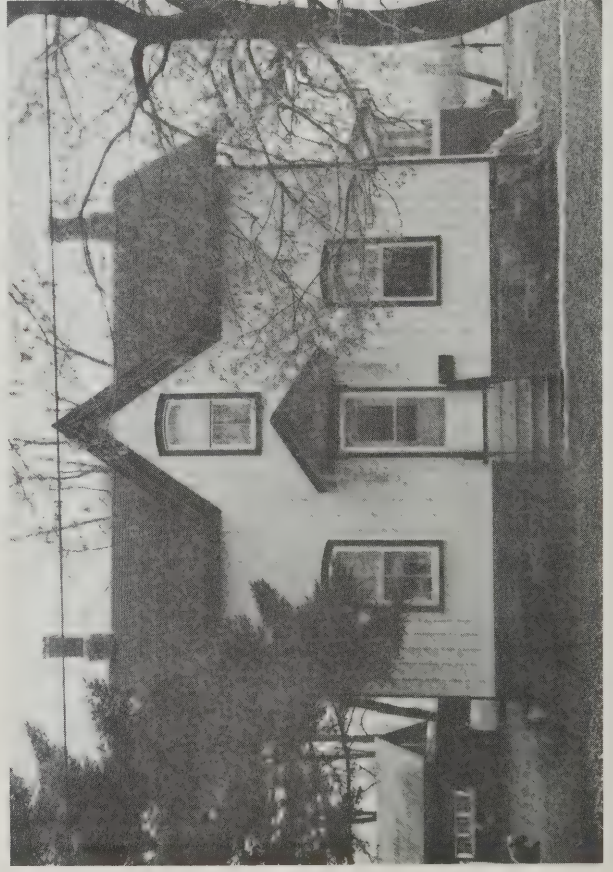
239



239



240

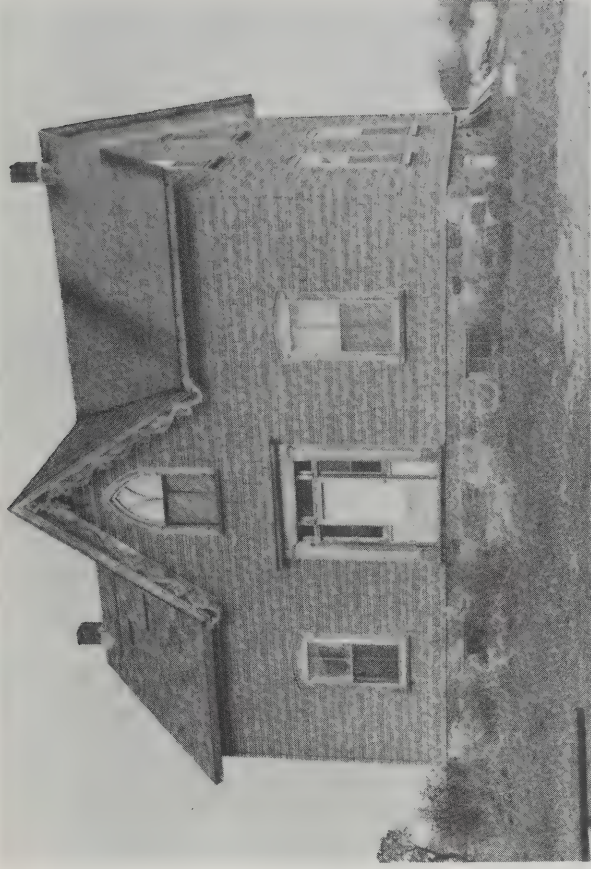


241

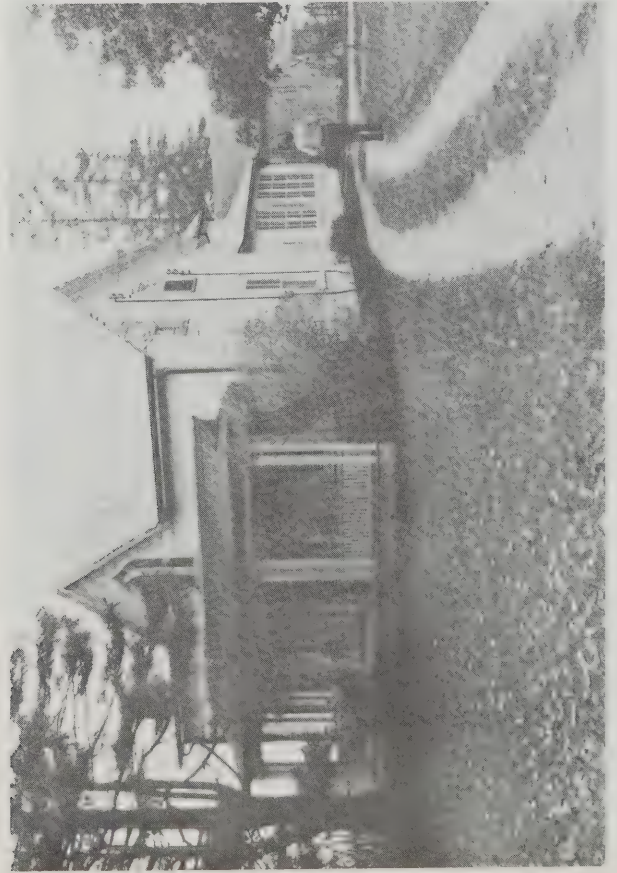


242

END OF CHERRYWOOD



243



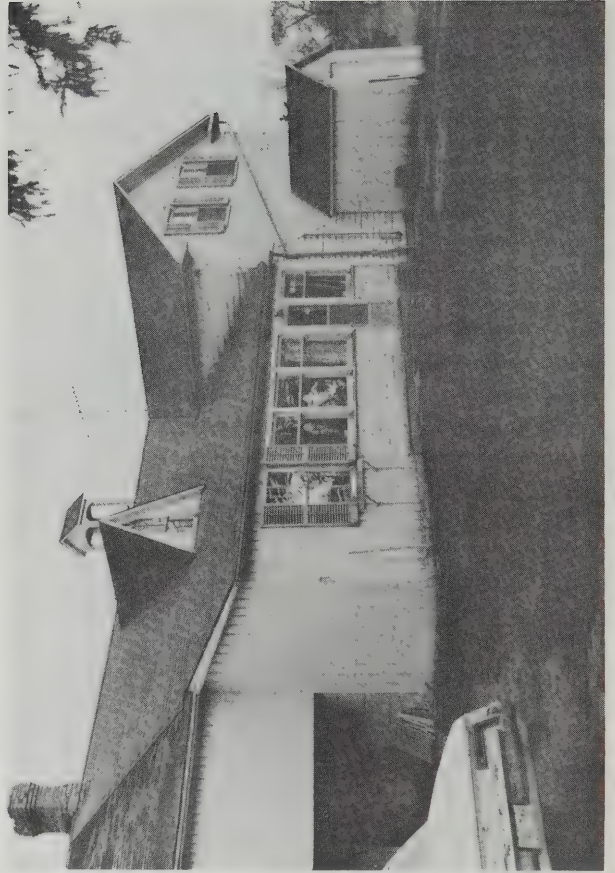
244



244



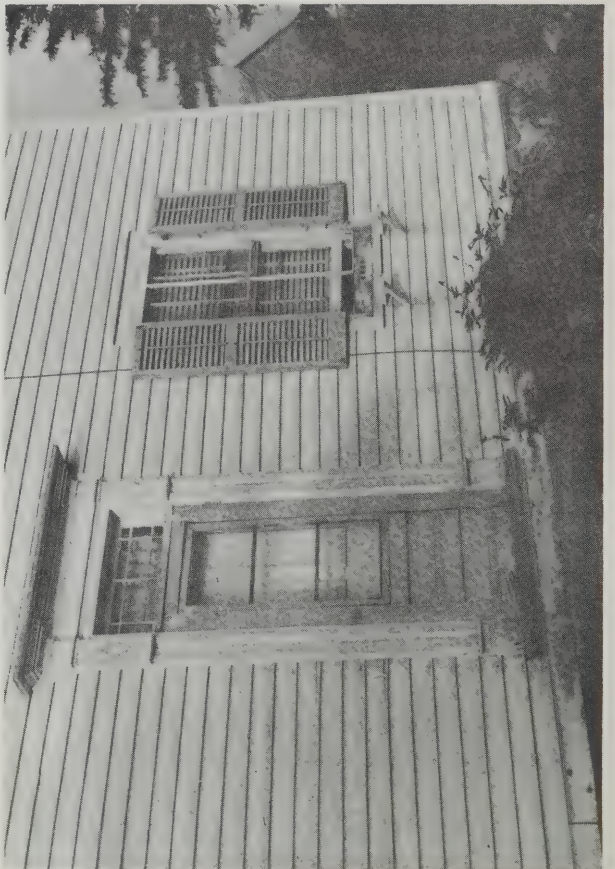
245



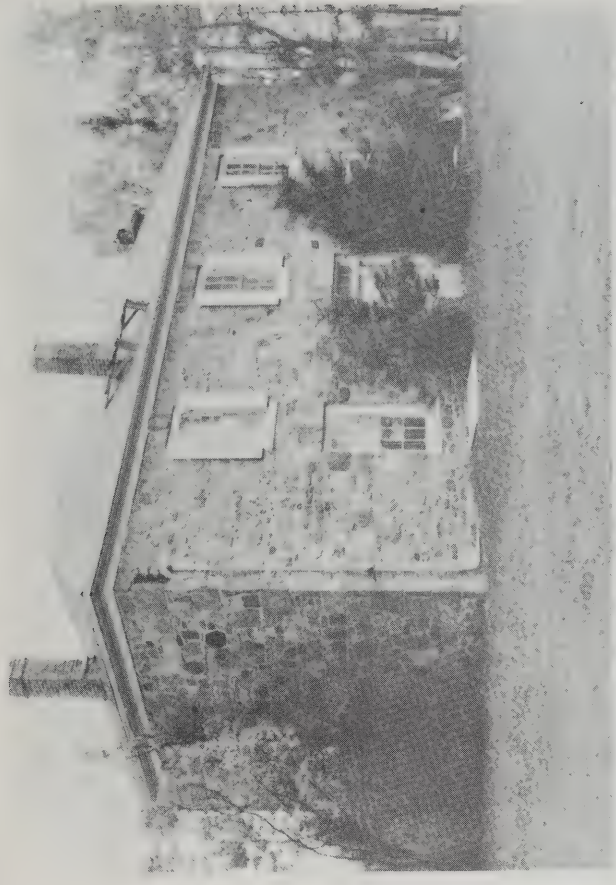
245



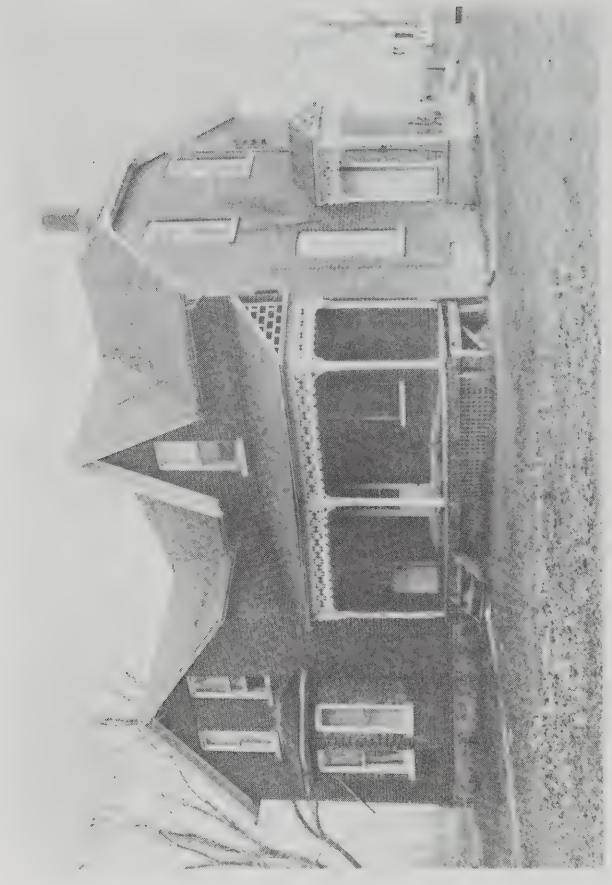
244



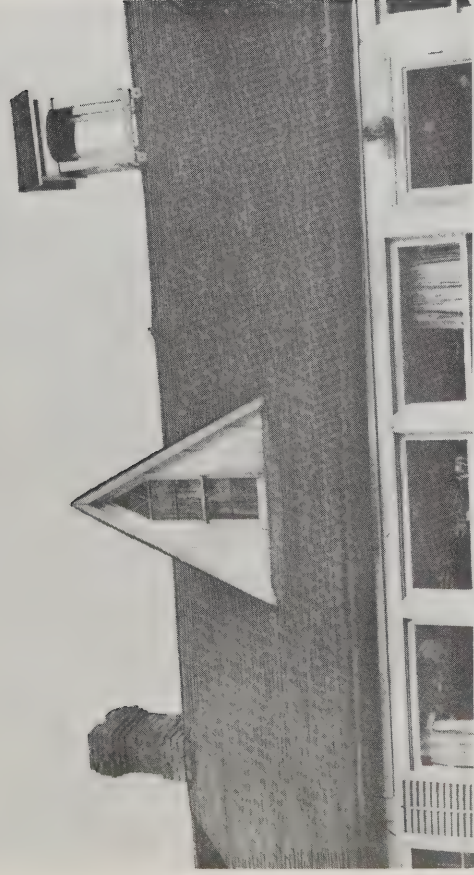
245



246



248



245



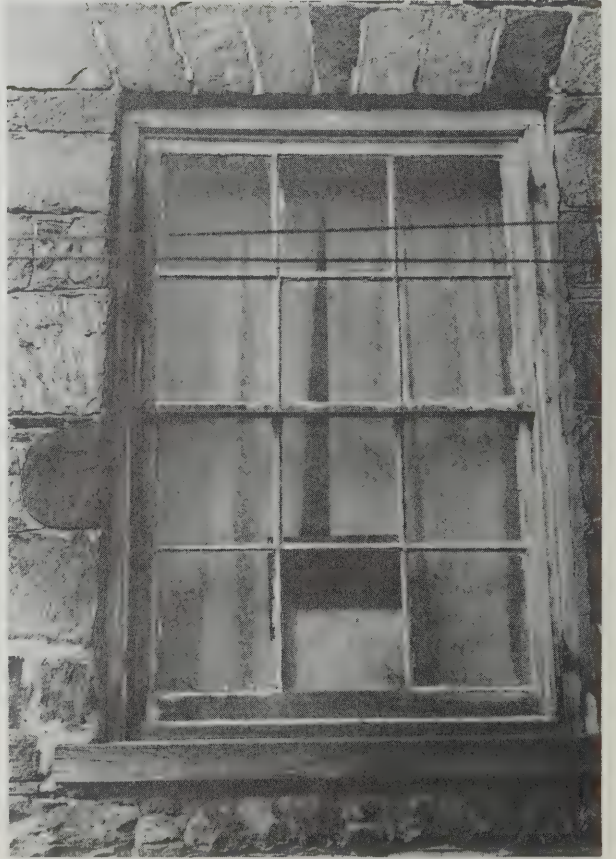
247



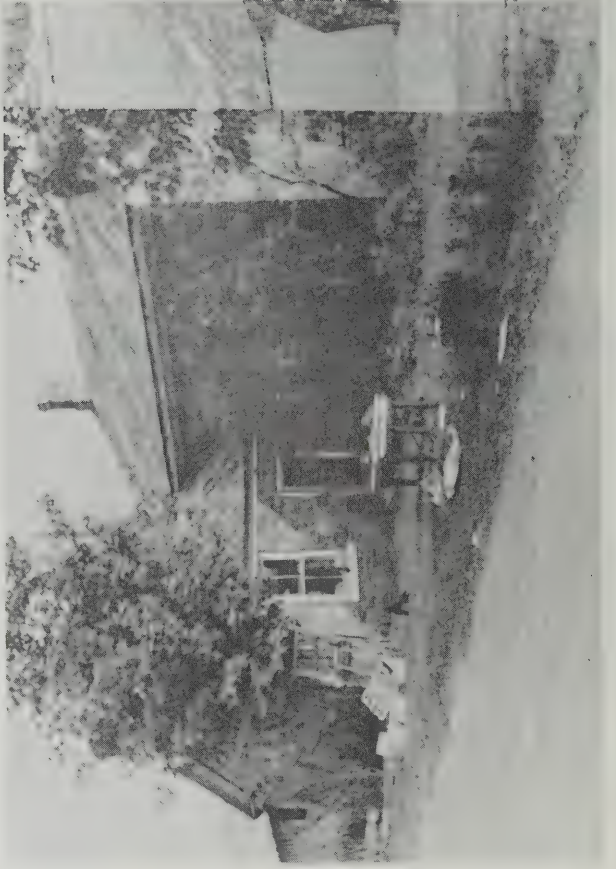
249



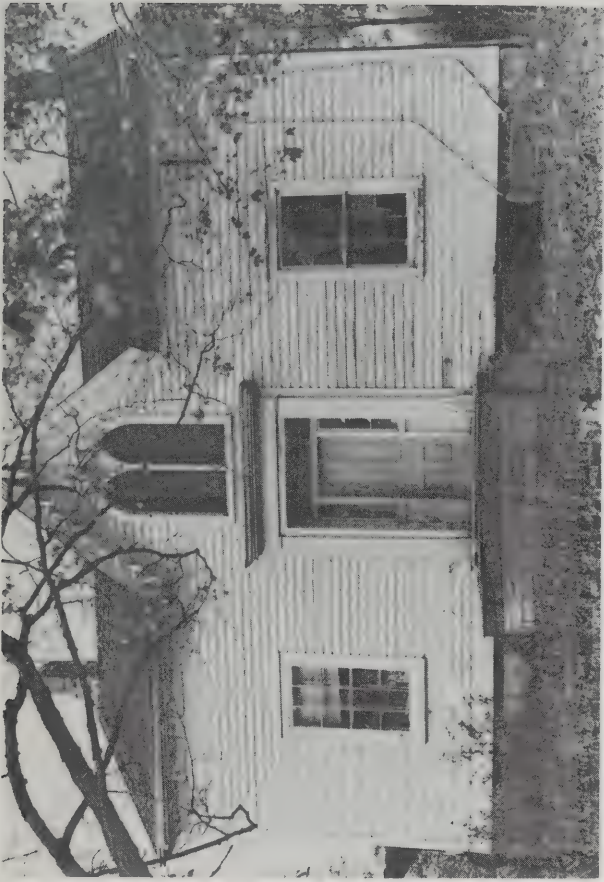
250



250



250



251



251



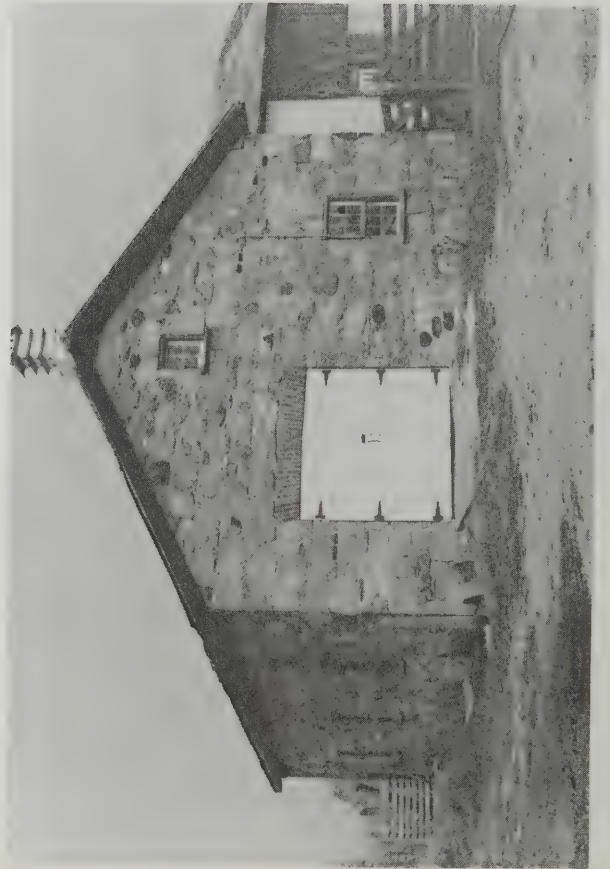
250



251



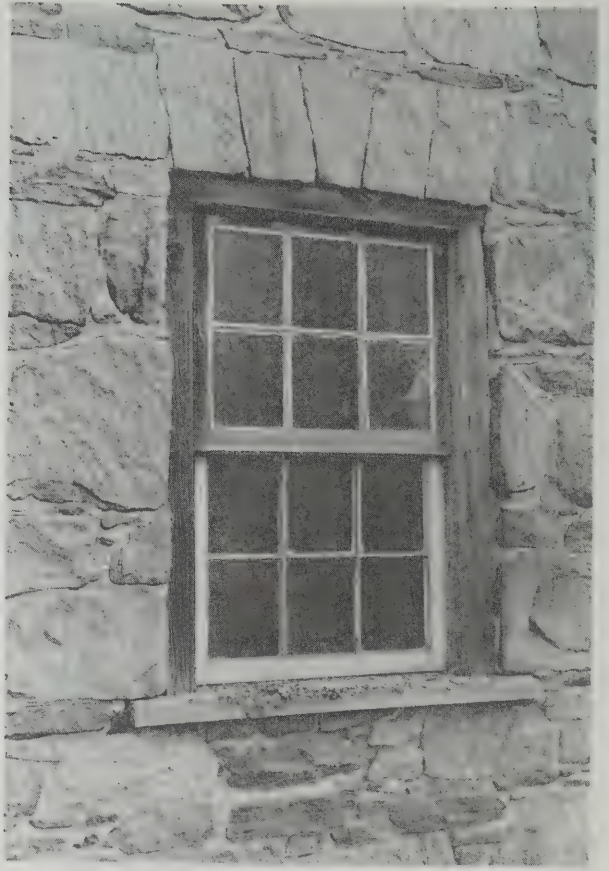
251



252



252



252

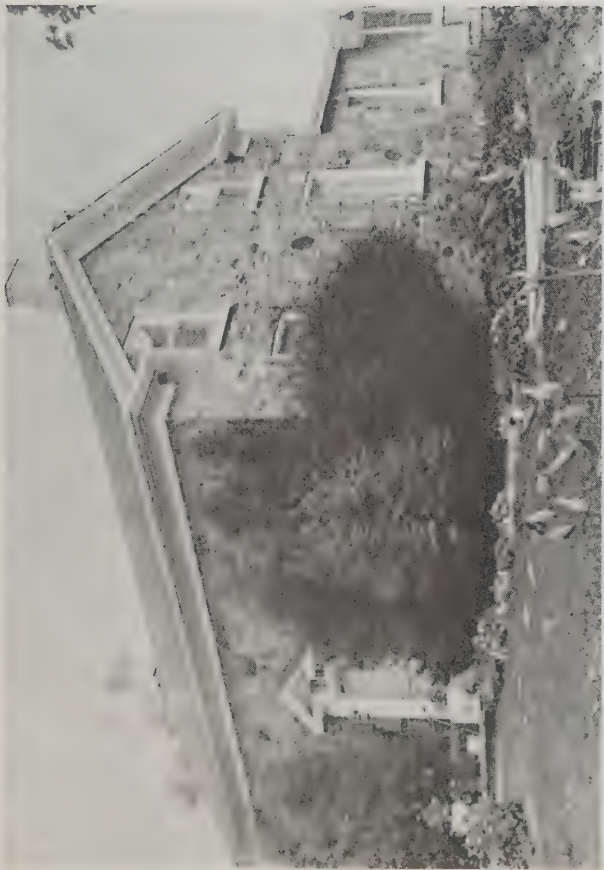




254



256



253



255



257



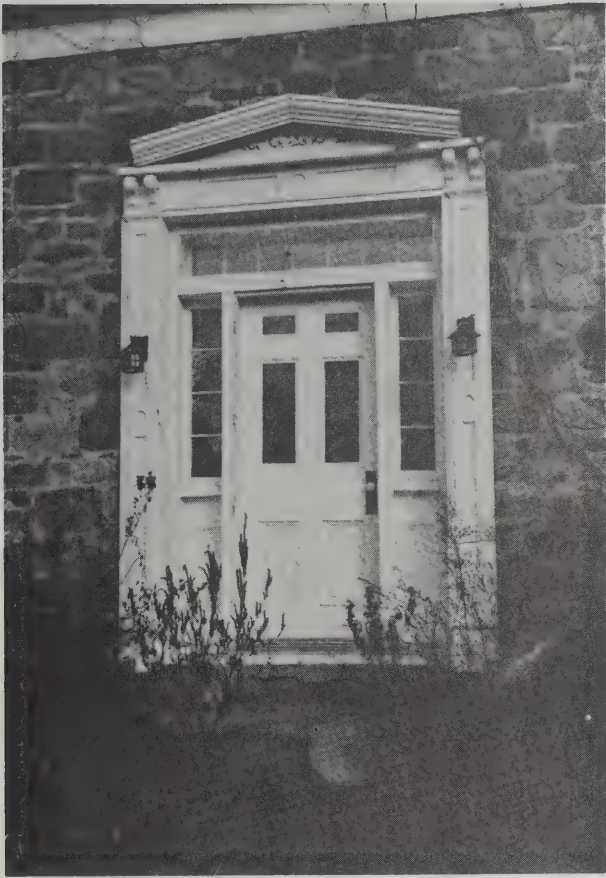
257



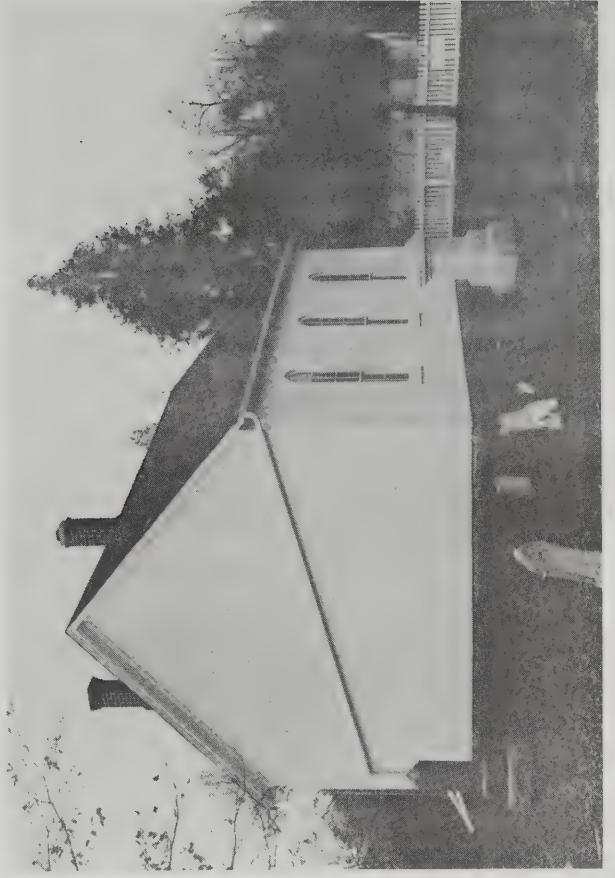
257



257



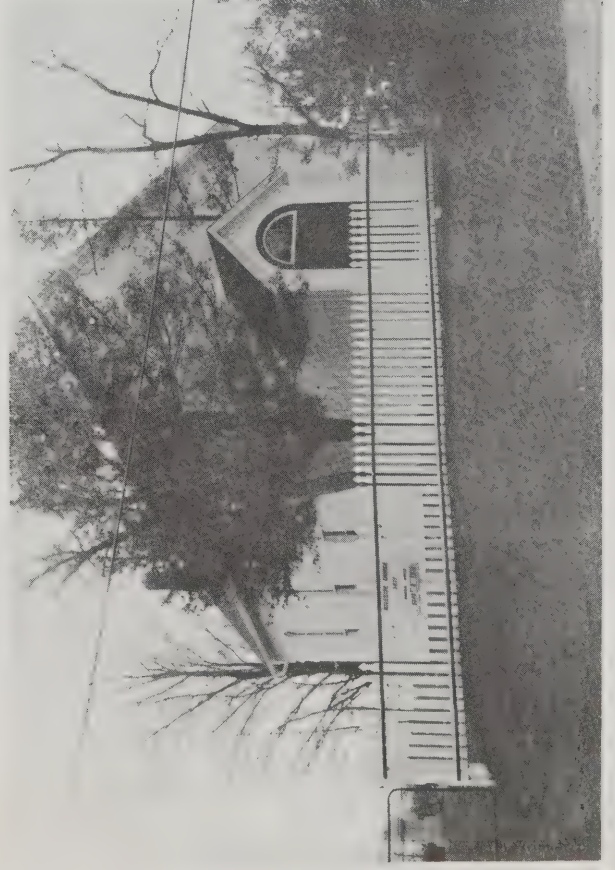
258



259



258



259



## **APPENDIX 'D'**

### **Regional Architectural Style**



## REGIONAL ARCHITECTURAL STYLE

It would be impossible to detail the architectural history of the area here. In general, such developments are related to those elsewhere in the province and for a summary of these one may consult Verschoyle Benson Blake and Ralph Greenhill, *Rural Ontario* ([Toronto, 1969]); and Douglas Richardson, Ralph Greenhill and Ken Macpherson, *Ontario Towns* (to be published in Ottawa, 1974). Certain structural points of interest are dealt with in John I. Rempel, *Building with Wood and Other Aspects of Nineteenth-Century Building in Ontario* ([Toronto, 1967]). Houses constitute the bulk of the material on both the Airport Site and the North Pickering Project Site; for a detailed account of such architecture in this province, one may refer to Marion MacRae and Anthony Adamson, *The Ancestral Roof: Domestic Architecture of Upper Canada* (Toronto and Vancouver, 1963). The latter authors plan to publish a work on religious architecture in the province before Confederation, which is scheduled to appear in 1975. For barns, see Eric Arthur and Dudley Witney, *The Barn: A Vanishing Landmark in North America* (Toronto, [1972]). For historical data on individual buildings on the combined sites, the Panel relied on the *Illustrated Historical Atlas of the County of Ontario* compiled and published by J.H. Beere and Co. (Toronto, 1877); Jane Buckles, *Historic Pickering* (n.p., [1972]); and Michelle Greenwald, *The Historical Complexities of Pickering — Markham — Scarborough — Uxbridge* (prepared for and published by the North Pickering Community Development Project, 1973).

A few broad generalizations about local architectural types may be in order, nevertheless, as certain of these have been mentioned in Appendix 'B'. First, by far the commonest type of house in the area is a house of one and a half stories with a window on either side of a door in the middle of the long face; the roof is usually a shallow-pitched gable, often with a peak over a window directly above the door, and commonly a verandah extends the width of the house (number 35), or traces of such a verandah — subsequently removed — may be seen on the surface (number 8). Less common are houses five bays in width (two windows to either side of the door, number 176), and houses of two full stories (number 26). Of asymmetrical house types, the commonest is the house with a projecting wing, with a verandah across the main body of the house, and the entrance at the inner angle of the verandah (number 53). Any of these house forms may — and commonly does — have an ell, or extension, to the rear housing the kitchen (or summer kitchen) and possibly a shed as well. Attention has been focused on the most remarkable of all house patterns on the sites; those built by the Mennonites with attached "doddy house" (numbers 7, 19, 215, 218, 221).

These different plans are found in various material on the two sites. To crudely over-simplify the situation, in the mid-nineteenth century most of the frame houses may be said to exemplify American influence, especially those clad in board and batten (number 107). A local specialty in frame is the house in V-groove board siding (number 35). Brick houses frequently exhibit the patterned treatment at the corners and in the band under the

eave which was popular in some parts of England at the same time. Red brick houses banded with yellow brick featuring a row of Greek crosses in red brick are to be found especially on the Airport Site (number 72). The yellow brick is usually a local brick of a pretty cast, a honey beige lightly mottled salmon pink. Stone houses throughout Ontario are often assumed to have been built by Scottish masons; many undoubtedly were, but the distinctive form of masonry popular in several portions of the combined sites — as in certain other regions of the province — is characteristic of Irish masons instead.

As regards individual features of detailing, the square-headed door with transom and sidelights is common (numbers 108, 227). The rough-headed window in the peak above the door is also typical of the locale (number 35), though these features rarely occur together. Among various sorts of pointed windows, a triple-arched pattern of glazing bars may be seen — strictly a Gothicized version of a Palladian motif — whether the windows are broad and low (number 178) or more conventional in width and very tall (number 128). A large window with an ogival (or S-shaped) arched head and a recessed, bifurcating central mullion is also found; this type is also associated with an unusual piece of carved trim in the doorway — a series of interlocked rings between the sidelights and the panels below these (number 251). Both doorways and window cases may sport a distinctively fretted member across the top of the opening (numbers 37, 93); the former are sometimes decorated with diamonds (number 68). Several regional patterns of fretted bargeboards (under the eaves of the peak or in the gable ends of the roof) and gingerbread trim on the verandah are easily detected (numbers 35, 39, 53, 166, 248). An auxiliary gable with its own bargeboards is sometimes found on the window in the peak (numbers 75, 139). The verandah posts are apt to be peculiarly handsome, consisting of an elongated version and a more compressed one — the former on top of the latter — of a few standard but well-turned mouldings (number 53). The most attractive piece of interior detailing is likely to be the still more gracefully turned newel post on an otherwise plain staircase — a very slender baluster-shaped column surmounted by a nearly cubic element with a knob which is shaped like a mushroom or an apple, and equally appealing to the hand or eye (numbers 31, 40).





